

# AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, SEPTEMBER 19, 1835.

[VOLUME IV.—No. 37.]

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## AMERICAN RAILROAD JOURNAL.

NEW-YORK, SEPTEMBER 19, 1835.

**CONCORD, N. H., AND HARTFORD, VT., RAILROAD.**—By a notice in the Burlington Free Press, we find that the people are moving in relation to a Railroad between these two towns. A meeting was held at Lebanon, N. H., on the 19th of August, at which measures were adopted to have the route surveyed. Another meeting is to be held on the first of October next. It will not be many years before there will be a Railroad from Boston to Burlington, and the distance will be performed between the two places in *one day*—by daylight.

**RAILROAD MEETING.**—At a meeting of several gentlemen, residents of the towns of Hartford, Vt., Lebanon, Hanover, Plainfield, Springfield, Enfield, Danbury, Grant-ham, and Sutton, N. H., holden at the Lafayette Hotel in Lebanon, August 19th, 1835, for the purpose of adopting such measures as might be thought expedient to cause the various routes to be surveyed from Connecticut river, in Lebanon, to Concord, with the view to ascertain the nearest, best, and most practicable route for a Railroad between the two last mentioned places: Col. Amos A. Brewster, of Hanover, was called to the Chair, and Lewis Lyman, Esq., of Hartford, Vt., was chosen Secretary. Col. A. A. Brewster, Hon. E. Blaisdell, C. Benton, H. R. Stevens, and Thomas Clark, Esquires, were chosen a

Central and Corresponding Committee.—Committees were also appointed to raise funds and procure the necessary survey of the route.

Resolved, That the Secretary of the meeting request all gentlemen friendly to the construction of a Railroad from Concord, by Lebanon and White river, to Burlington, Vt., to make the necessary arrangements to effect the object as soon as may be, and to request them to co-operate with this meeting at their next and future meetings.

Voted, That the proceedings of this meeting be signed by the Chairman and countersigned by the Secretary, and published. Voted, That this meeting adjourn, to meet again at the Lafayette Hotel in Lebanon, on the first day of October next, at 10 o'clock, A. M.

**INCREASE OF BUSINESS.**—The following brief statement shows conclusively the immense increase of business in the West. Indeed, we of the East cannot duly appreciate the importance of that fertile region without a visit to it, and a visit is almost sure to make the visiter a resident.

The following is the amount of tolls collected on the Ohio and Miami Canals for the month of July 1834 and 1835.

OHIO CANAL.			
	July 1834.	July 1835.	
Cleveland,	\$3,386 78 0	\$9,460 00 0	
Akron,	482 14 5	589 26 5	
Massillon,	1,223 24 0	2,101 07 0	
Dover,	718 02 0	1,046 41 5	
Roscoe,	710 73 7	2,131 07 5	
Newark,	1,276 95 9	3,996 85 1	
Columbus,	22 65 0	334 70 0	
Circleville,	153 15 2	1,609 65 1	
Chillicothe,	217 06 3	4,265 29 1	
Portsmouth,	926 47 0	2,375 00 4	
	\$9,117 32 6	\$24,889 42 2	
MIAMI CANAL.			
Dayton,	\$1,253 70 0	\$916 14 0	
Middletown,	580 24 0	399 19 0	
Hamilton,	170 59 0	126 80 0	
Cincinnati,	1,416 06 0	2,449 57 0	
	\$3,426 67 0	\$3,891 70 0	
	9,117 32 6	24,889 42 2	
	\$12,542 99 6	\$28,781 12 2	
		12,543 99 0	
		\$16,537 12 6	

Increase in favor of July 1835,

**THE MAZEPPA CAR.**—Our city has long and justly been celebrated for the perfection to which its mechanics have arrived in the construction of Mail Coaches,—the premium having been awarded to Messrs. Slaymaker & Co. at the exhibition in Philadelphia some years since—and bids fair to acquire equal celebrity in the manufacture of Railroad Cars. As an evidence of this we need only refer to the car alluded to at the commencement of this article—built at the shop of Mr. John Baker—which for beauty of material and strength and durability of workmanship is fully equal, if not superior, to any vehicle of the kind that has ever come under our observation. The ends of the car are ornamented with beautifully executed paintings from Byron's "Mazeppa," and the sides with drawings representing the Seasons, upon which much more care and attention appears to have been bestowed than is usually allotted to carriages of this description. The wheels of the car are constructed upon a plan entirely different from Baldwin's patent—the kind most generally in use upon the Philadelphia and Columbia railway—and if we may judge from appearances, we should think it impossible for them to yield under any thing like reasonable pressure. There is also a very material alteration in the construction of the shoulder of the axle and the box for its reception, which to us seems to be decidedly for the better, and which, if we are not greatly mistaken, will go far towards preventing a repetition of the numerous accidents which have occurred along the line, owing to the impossibility of giving to this important part of the running gears a sufficiency of strength to resist the pressure caused by the friction of the wheels in turning the short curves. There are also some other improvements in the construction of the car, to which it is not necessary to refer, as they no doubt suggested themselves to all who witnessed it.

We understand that Mr. Baker has forwarded his car to Philadelphia with the view of disposing of it, and while we indulge the hope that it may be the means of procuring for its builder many orders from abroad, we cannot but regret that measures were not adopted by some one of our railroad companies to retain amongst us a piece of workmanship so highly creditable to the ingenuity and enterprise of a deserving fellow citizen.—[Lancaster Examiner, Pa.]



*Delaware and Raritan Canal.*

To the Editor of the Railroad Journal:

Dear Sir,—I have just passed over the Raritan and Delaware canal, which I found in excellent condition for navigation. You are, doubtless, aware that this canal was originally designed to accommodate the coasting trade, by which the delay, hazard, and expense of the route round the Capes would be materially obviated. In this respect it is an important communication; but, like most other improvements in facilitating intercommunication, it is found to be highly beneficial in promoting other objects than those originally contemplated. By means of tow-boats it affords a very cheap and expeditious transportation between New-York and Philadelphia.

The tow-boats, or barges, are towed through the canal by horses, and on tide water by steam-boats. The barges carry from 100 to 150 tons, and are drawn through the canal by two to four horses. Barges of over 200 tons have passed through the canal. The latter, however, are too large for convenient management, and it is considered, by those navigating and managing the canal, that barges of 100 to 150 tons are best adapted to its navigation. This size appears to move with ease, and are very conveniently governed by the common tiller. I saw a loaded schooner of about 100 tons moving at a velocity of two miles to the hour, drawn by two common horses. The horses worked moderately, and appeared to make no more than ordinary effort. The barges tow easier than the sail vessels of same burthen.

A daily line of packet boats has recently been established. One of the packet boats is on the Burden plan: having two long cylinders placed about 10 feet apart, on which the cabin is supported. I saw this boat moving (by three horses) at the rate of about 7 miles per hour. The horses did not appear to labor as much as they do on the packet boats of the Erie and other small canals that I have seen when moving at the rate of 4 miles per hour. The swell created by this boat was less than that made by packets on the Erie canal at four miles per hour. The appearance was fine: the horses trotted along without any extra effort, and the boat glided elegantly through the water. The average speed of the boat, including all detentions at locks, &c., is seven miles per hour.

The length of the canal is 43 miles. The locks are 24 feet wide and 110 feet between gates. The depth of water is 7 feet, and its minimum width 70 feet. I observed, however, that a great portion of it was from 80 to 100 feet wide.

Experience on this canal exhibits the great economy in transportation on large canals over small ones; and as the expense of construction is not as great in proportion for large canals as for small ones, it therefore seems highly important, when a large trade is to be accommodated, that the canal should have liberal dimensions. In the great canal communications between the Atlantic and Western states, sufficient attention has not been paid to making the navigation the most perfect and economical that was practicable. The length of those canals, and the great amount of property that will ultimately seek a market through them, will demonstrate their want of suitable adaptation to the great and growing trade they were designed to accommodate. The projectors appear only to have viewed the great superiority of a common or small canal over turnpike roads. This, when designed to accommodate the transportation

for short distances, and comparatively for moderate amount, would, doubtless, have been wise; but when applied to lines hundreds of miles in length, where the transportation was materially affected by the value of the article transported, and where the amount of trade is great, this policy does not meet the case. It should not, however, be forgotten, that those canals, already made, were planned in the infancy of trade, with limited knowledge in the science of canals; and it is, therefore, matter of pride, that in a country so recently reclaimed from a wilderness, we have done so much. At the same time it would be unwise not to profit by experience in our future operations in constructing canals.

Respectfully, your ob't sv't,

*Report of the Committee of the Board of Directors of the Elizabethtown and Somerville Railroad, N. J.*

The controversy heretofore existing in regard to the advantages and disadvantages of canals and railways, for the transportation of passengers, merchandise, and country products, may be considered now settled by the experience we have already had in this country. On the route contemplated for this railway, canals and railways will be rendered mutually auxiliary, and the interests of the great West and the Atlantic board alike demand that both should exist. It is necessary for the full completion of the connexion of the sea ports of the Atlantic with the great Western region, that the certainty, the speed, and the advantages of a railway should be added to the facilities of the canals now existing or in progress; it is demanded by the enlightened spirit of the age, and the interests of the patriotic, industrious, and increasing population who are seated on the borders of its route. That route should be selected, not by sectional, local, or selfish considerations, but by liberal and enlarged views, harmonizing the public and local interests, and combining the shortest practicable distances with the facilities of transportation by motive powers. The climate itself fixes the superiority of a railroad on this route over a canal. For at least one fourth of the year the canals are locked up by ice, and during that time a railroad would impart the bustle, activity, and wholesome action of business and trade through a region now paralyzed by frosts.

The route proposed is from Elizabethtown in New-Jersey to Somerville, thence to Clinton, thence to Philipsburgh opposite Easton, thence up the Delaware on the New-Jersey side to Belvidere, thence crossing the Delaware to the Water Gap, thence to Pittston on the Susquehanna, and thence by such routes as will be deemed most advantageous to join the New-York and Erie Railroad. From Elizabethtown a convenient access to New-York will be opened by an extension of the railroad to the waters of the Sound, which the Company are authorized by their charter to do, or by the New-Jersey Railroad, which is now in progress, from thence to Jersey City, opposite New-York. The route from Elizabethtown to Somerville has been surveyed by a competent engineer, who in his report states, "That it can be located on ground favorable for the construction of a railroad at a moderate cost. The curves are few and of a large radii, and the maximum inclination of the slope of the road need not exceed five feet per mile," at any point. The distance will be about twenty-two miles, and this road may be connected by short branches with Rahway and Bridgeton, or extended to

New-Brunswick and Perth Amboy by lateral roads. The legislature of New-Jersey granted a charter for this railway on the 9th February, 1831, and the Company has been organized for the purpose of making it. By the terms of the charter the road is free from taxes until the net income amounts to seven per centum per annum upon the amount of its cost, and then the Company are to pay to the State of New-Jersey annually the one half of one per centum on the said cost, in lieu of all taxes and imposts. The State has reserved the right of taking the road at the expiration of fifty years from its completion, on a valuation not to exceed the first cost of the road and its appendages; the road to be completed and in use, from Elizabethtown to Somerville, by the 4th of July, 1838.

On the 8th February, 1833, the legislature of New-Jersey, by a supplement, authorized the said Company to extend the said road from Somerville, on the most eligible route, to the village of Clinton, in the County of Hunterdon, and from thence to Belvidere, with the right to make a branch to the Delaware, at any point between the mouth of the Musconetcong Creek and the Easton Delaware Bridge; that extension to be completed in ten years from the passage of the supplement.

This route has been partially surveyed, and a recognition has been made of the residue by a competent engineer. The route from Somerville to Clinton is of easy grade, not exceeding seven feet per mile, distant about twenty-one miles; from thence to Belvidere the location has not been fixed, but it is certain, that the distance from the Sound to Belvidere will not exceed seventy-three miles, nor the cost twelve thousand dollars per mile; the grade will be an easy descending one for the greater proportion of the distance, in the valley of the Water Courses, and will be accommodated to the use of motive power throughout.

This road will pass through a well settled portion of the Counties of Essex, Middlesex, Somerset, Hunterdon, and Warren, in the State of New-Jersey, rich in agricultural products, abounding in water power, limestone, and iron and copper ore, and the mountains and hills adjacent to the route, are known to be filled with mineral treasures. The country on and adjacent to the route is not only one of the most fertile in the State, but is remarkable for its picturesque beauty, and is inhabited by an industrious, enterprising, and increasing population. The route passes through or near the flourishing villages of Elizabethtown, Westfield, Scotch Plains, Plainfield, Towtown, Quibbletown, Boundbrook, Middlebrook, Somerville, Pluckemin, New-Germantown, Mechanicsville, Readingtown, Flemington, Whitehouse, Lebanon, Jacksonville, Clinton, Quakertown, Pittstown, New-Hampton, Asbury, Bloombury, Phillipsburg, Oxford furnace, Oxford meeting-house, Harmony, and Belvidere, in New-Jersey, and Easton, in Pennsylvania. This route will necessarily draw to itself the whole of the trade of Easton and its vicinity, and a great portion of the Counties of Lehigh and Northampton, in Pennsylvania, and of Warren and Somerset, and a large part of Hunterdon, Morris, Middlesex, and Essex, in New-Jersey. It will command the trade of the rich and productive valleys of the Raritan, the Musconetcong, and the Pequest.

The County of Warren has upwards of sixty stores, fifty grist mills, and forty-five saw mills, sixteen carding machines, seven furnaces for casting iron, two cotton and woolen factories, two fulling mills, four oil mills, five plaster mills, two hundred and



thirty-five tan vats, one glass factory, six distilleries of grain and twenty-five of cider, and has a population of upwards of twenty-five thousand souls. It abounds in lime stone and iron ore, and her mountains are rich in various valuable minerals. It contains about 140,000 acres of improved lands, and it is among the most fertile and productive grain counties in New-Jersey, and it is supposed to produce annually upwards of one million bushels of grain, of various kinds, for market.

The water power at Belvidere includes the whole of the river Pequest, and will afford fifty feet head and fall, and is equal to seventeen hundred and seventy horse power, and if applied in the best manner for manufacturing, would be sufficient to manufacture two hundred thousand barrels of flour per year.

Oxford furnace also possesses a valuable water power, which is applied to saw and grist mills and iron works. The product of those works yearly is three hundred tons of stove plates and five hundred tons of pig iron, and are rapidly increasing. The Musconetcong also supplies a very valuable water power at different points, besides those furnished by its tributaries.

The County of Northampton, in Pennsylvania, which bounds on the Delaware for a great distance, has 181 stores, fifty flouring mills, which manufacture upward of 337,500 barrels of flour and corn meal for market yearly; there are also in it seven oil mills, ten tanneries, seven distilleries, three blast furnaces, five forges, two trip-hammer mills, and a variety of smaller iron works, one gun factory, numerous saw mills, bark and country grist mills, clover mills, and various manufactories of saddlery, hats, &c. &c. The amount paid at Easton, for logs, by two individuals, this spring, exceeded \$40,000, and at least three millions of oak lumber is rafted down Broadhead's Creek, and it is estimated that at least 50,000 tons of lumber descend the Delaware annually. The amount of merchandise received at Easton, for that place and the adjacent country, annually exceeds 1,000,000 of dollars, and the exports in butter, lumber, castings, bar iron, slate, machinery, &c. &c., are very considerable; it also exports upwards of eighteen hundred tons of pork annually, besides a large amount in fat cattle, sheep, &c. There are three daily lines of stages from Easton to New-York, one by Morristown, and the other two by Somerville, and it is the starting point for numerous stages up the Lehigh and Delaware, and to the Susquehanna. The exports of Northampton may be fairly estimated at fifty thousand tons, and her imports are also very considerable, amounting in plaster, salt, and fish alone, to six thousand tons, besides the various articles of merchandise demanded for its consumption.

The greater part of Hunterdon, from the Hopewell line North, will travel to New-York by this route, as will also a great portion of the County of Bucks, in Pennsylvania.

From estimates made with great care, and drawn from accurate sources, it may be safely assumed, that the first year that this road is completed to Belvidere, the tonnage that will pass to market upon it will exceed 125,000 tons, without calculating the droves of cattle and live stock, lumber, coal, lime and lime stone, and the return tonnage.

The lime stone region terminates South at Clinton, and the country below that point must draw their supplies of that necessary article for building and manure by this road.

The return tonnage may be estimated at 25,000 tons, and passengers both ways at sixty thousand per annum. The increase after the first year can be readily calculated by data furnished by other railways, alike favorably located for trade and travel.

Such is the favorable location of this line of railroad, and the fertility, productive-ness, and increasing prosperity and population of the region through which it passes, that each section from Elizabethtown to Belvidere, as completed and opened for use, will certainly pay an interest of at least seven per centum on the cost of that part of it brought into use, while the other portion is in progress.

It is to be observed, that this route, from its location, and the facilities which it will afford for the purpose will in all probability be selected to carry the mail for the different post offices on its line.

The above calculations have been made upon the idea that the railroad from Elizabethtown should terminate at Belvidere; but it is not so intended; it is meant to form a part of the continuous line of railroad from the Atlantic board to Lake Erie, and to bear to market the immense trade that will pass on this route from the far West, and from the fertile valleys of the Susquehanna, the Chemung, the Genesee and the Allegheny; and the Southern tier of Counties of New-York, the anthracite of Luzerne, and the bituminous coal of Bradford and Tioga Counties. It will connect with the Susquehanna and Delaware Railroad, at Belvidere, thence through the Delaware Water Gap, Stroudsburg, the Valley of the Roaring Brook to the Lackawanna at Centerville, thence down the Lackawanna to Pittston, on the Susquehanna. A charter was granted by the legislature of Pennsylvania, by an act, 3d April, 1826, to a Company to make this road. This Company has been incorporated and the route surveyed, and the road commenced, with a capital sufficient to accomplish the work.

The dividends of this Company are limited to twelve per cent. on the amount expended in the completion and improvement of the same; they may purchase and hold one thousand acres of coal land in the townships of Pittston and Providence, in the County of Luzerne. The railroad to be completed in ten years from the 25th January, 1831. The route of this road passes for nearly eighteen miles through a clearly defined coal region, and the last ten miles of it may be considered as one continual coal bed. Besides, it will command the whole coal trade of the Lackawannock valley south of Carbondale. Offers have been made to the Company by several persons of known ability to furnish coal, and place it in the Company's cars, on the railroad, at fifty cents per ton, and it is not doubted that contracts for any quantity can be made for 37½ cents per ton.

The cost of this road from Pittston to Belvidere, seventy-four miles, is estimated by Ephraim Beach at \$624,720 60, and the route admits of the advantageous use of locomotive engines, except in ascending from the Lackawanna valley, where stationary power would be required to overcome about 600 feet; the water of the Roaring Brook will be used for the moving power. At the summit a continued line of level is kept for sixteen miles, and the line is favorable in regard to curves. Captain Beach says in his report, "The scheme is not only practicable, but the object may be effected without encountering any extraordinary difficulties, and at a comparatively reasonable expense."

The coal in this region occurs not in

veins, but in layers and repeated strata, and "the whole is completely underlaid by coal beds," and the quantity is inexhaustible and defies monopoly. Unlike most mining districts, this section of the country abounds in agricultural products, and the soil in the Lackawannock valley is generally fertile, and the beautiful valley of Wyoming, and all the main river lands, are celebrated for their richness and fertility.

At Pittston a choice is presented, to unite with the proposed route of the New-York and Erie Railroad at Binghamton, by the Leggett's Gap Railroad, or at Shepherd's Corner, near Tioga Point, by the Susquehanna Railroad, for both of which liberal charters have been granted by the legislature of Pennsylvania. The latter is the nearest route, and of very easy locomotive grade, not being at any point over two and a half feet per mile, [see Randle and Bennett's report to the Pennsylvania legislature.] and with very favorable curvatures, and can be made at a distance of seventy-five miles at a very moderate expense, less than eight thousand dollars per mile.

It will be thus evident that this route will be extended by the New-York and Erie Railroad to Portland, on Lake Erie, at a distance of 216 miles from the intersection with the York and Erie to Portland, and at an aggregate distance by these lines of 438 miles from the city of New-York, to Portland on Lake Erie, and being 70 miles nearer than by any other practicable route.

If the route of the Susquehanna Railroad should be adopted from Pittston to the New-York line, it will pass within nine miles of the bituminous coal regions of the Counties of Bradford and Tioga, and the course of the Lycoming, which runs into the Western branch of the Susquehanna and the Towanda, which empties into the North branch, and interlock at their summit, afford a very favorable route for a railroad to open a communication with the Elmira and Williamsport Railroad, which will soon be in progress, and will pass on its route the best bituminous coal beds in that country. By this route, and this only, can New-York hope to compete successfully with other markets for the direct trade of nearly 6,000,000 of acres of the most fertile part of her Southern boundaries. By this route, and this only, can the nearest practicable route for an easy locomotive grade, be extended in nearly a direct line from New-York to Lake Erie, accommodating the valleys of the Northern and Western branches of the Susquehanna. By this route, and this only, can the anthracite and bituminous coal be found in sufficient abundance on or in the vicinity of a railroad route, and meet an advantageous or remunerating price, whether transported in the direction of the lakes or the Atlantic; the demand each way will continually increase with the increasing prosperity of the different sections; and it must not be forgotten, that the bituminous coal of the Counties of Bradford and Tioga, and the anthracite of the Southern valley of the Lackawannock can reach New-York and the Northern and Eastern portions of New-Jersey, which abound in iron ore, one hundred miles nearer by this route than by any other practicable route. This route too will be open at all seasons of the year.

It would be useless to attempt to estimate the value of the descending trade of the Susquehanna. It is increasing every year, in a ratio more than proportioned to the increase of the facilities of travel. By an estimate which is supposed to be greatly below the actual amount, it is stated that



at least 200,000 tons of bread stuffs, and other agricultural products and lumber, descend the Susquehanna from within twenty miles of the New-York line annually. The Counties of Luzerne and Lycoming each consume one million of merchandise, and the consumption of Susquehanna, Bradford, Tioga, Wayne, and Pike counties, may be averaged at half a million each. The region through which this continuous line of railroads, from New-York to Tioga Point, will pass, abounds in forests heavily timbered with white and yellow pine, hemlock, curled and birdseye maple, cherry, poplar, &c., &c. Much of the land is rich and fertile, and is fast being brought under culture. The country abounds with fine water power and all the materials for mining operations. If in addition you impart to it the facilities of a railroad, connecting the Lakes with the Atlantic, the water power so abundant and so powerful on this route will be immediately called into action for manufacturing purposes of every kind.

It is a fact which cannot escape the most inattentive, that the trade of the Northern branch of the Susquehanna, and its various tributaries, will, by this route and the Delaware section of the Pennsylvania Canal, or the Delaware and Raritan Canal, reach Philadelphia by a shorter distance than by any other connected line of artificial communication executed or in contemplation; and that the descending and ascending trade of the great West, to and from the cities of Philadelphia and New-York will be necessarily attracted by this route, which will be connected with "the Camden and Amboy" and "the New-Jersey" railroads. In distance, in ease of grade and curvature, adaptation to motive power, and profit, this route affords more inducements for the investment of capital than any other railroad now in progress; and while its profits must increase with the prosperity of the country, its location is protected by the passage of the Delaware Water Gap from all competition, thus enjoying a natural monopoly and all its advantages, without its odium.

GARRET D. WALL,  
ISAAC SOUTHARD,  
JOHN W. BRAY, } Committee of the Board.

*On the Obstruction of Cast Iron Water Pipes, by the formation of Nodules of Oxide of Iron within them.* By M. PAYEN.

[Translated for the Journal of the Franklin Institute, by Jos. Wharton, at the request of the Committee on Publications.]

A singular effect has been lately observed to take place by use in cast iron water pipes, in certain cities. The passage of the water becomes gradually obstructed, by the formation of nodules of impure oxide of iron, of a light brown or greenish color, which adhere to the internal surfaces of the pipes.

This subject being one of the greatest importance in connection with the health of cities, and the agriculture of various districts, required an elaborate investigation, which I undertook, and of the results of which the following is a succinct account.

All soluble substances that give an alkaline reaction to water, such as potassa, soda, ammonia, and lime, the carbonates of potassa, of soda, and of ammonia, the borate of soda, and the sub-acetate of lead,

are capable of preventing the oxidation of iron.

The relative proportions of these substances, and of the water, required to produce the effect, varies with the alkaline agent employed, and is also affected by the presence of certain foreign salts; the alkaline agents being the same, the nature and quantity of these salts determine the proportions.

When the quantity of alkaline matter is insufficient, oxidation ensues; but it is remarkable that all the points of the surface are not, in this case, equally oxidized, so that the nodular form of the concretions must be assumed from the beginning. The preserving force is overcome only in places where the continuity of the surface has been interrupted, even although it be by an almost imperceptible division. Thus, for instance, the lines on fibrous iron, and the points where the parts of the iron are separated by foreign bodies, are oftentimes pointed out by traces of greenish oxide, which gradually fill up, while the rest of the surface preserves, for a long time, its metallic aspect; and hence the advantage of an iron as *mechanically* pure as possible. The points of contact between a connecting pipe, and the sides of a main, or between two pipes, are likewise sufficient to determine the effect.

The following are a few experiments upon these points.

A cylinder of polished iron, immersed in a saturated solution of pure potassa, diluted with 1000 times its volume of water, (the temperature being 59° Fahr.) was preserved untarnished for a long time; but as the carbonic acid of the air gradually weakened the intensity of the alkaline action, signs of oxidation began to exhibit themselves at various points, and became more and more apparent, while the greater part of the surface preserved its lustre after the lapse of a year.

Conical concretions of oxide were gradually formed on the surface of an iron cylinder, when the latter was immersed in water containing 0.02 parts of its volume of a saturated solution of carbonate of soda. The color of these concretions was a greenish brown, which acquired a yellowish cast at their summits, while the base in contact with the metal retained its original greenish brown color. The liquid was not protected from the air.

The same saturated solution being used, but diluted with fifty-nine parts of water, and kept for a year, in an open tube, in contact with polished cylinders of iron, greenish concretions were first formed, which slowly passed round the cylinders, and gradually assumed a beautiful yellow tint, whilst the rest of the surface, even of that part which, by the evaporation of the liquid, was uncovered, preserved its metallic state. In the same circumstances, the iron has been completely preserved from oxidation in water containing 0.023 of a saturated solution of carbonate of soda.

In a saturated solution of chloride of

sodium,\* protected from the air, there appeared, on the surface, and, it is to be particularly observed, *on the points of contact* between several bars of iron, only some protuberances of greenish oxide, the remainder of the surface preserving its metallic lustre after the lapse of a year. In a similar experiment made in contact with the air, the oxidation continued, and assumed the color of rust, beginning with the parts nearest the surface of the liquid.

A solution saturated with marine salt, and carbonate of soda, preserved iron entirely from oxidation, for the same space of time, notwithstanding the presence of atmospheric air, and a crystallization of a part of each of the two salts.

The same solution, diluted with nine volumes of water, afforded concretions of oxide.

In endeavoring to obtain, in accordance with the above experiment, the exact proportions of water, of chloride of sodium, and of carbonate of soda, the most favorable to the formation of local concretions of oxide, I found that a saturated solution of the two last, (the solution being made at the temperature of 59° Fahr.) diluted with seventy-five times its volume of water of the Seine, (see note 3,) and filtered, produced, in less than a minute, an oxidation both on wrought and cast iron. The effect was first shown by the appearance of points of a pale green; in ten minutes' time, the lines were well defined.†

When, in compliance with a suggestion of M. Becquerel, the power of electric conductivity was increased, by bringing, by means of a wire, a fragment of well calcined charcoal into contact with a polished bar of wrought or cast iron—the other circumstances being the same as in the preceding experiment—the greenish protuberances were developed still more rapidly, and in much greater number.

In weak alkaline solutions of the same substances, freed from atmospheric air, oxidation does not ensue.

In those containing atmospheric air, oxidation is arrested when the access of the exterior air is prevented.

When the air of the atmosphere has free access, the concretions nearest the surface pass into a higher state of oxidation, while the greenish oxidation continues, at other parts of the surface, on the points at which it began.‡

The figure of the concretions is sometimes irregularly rounded, sometimes conical, and, at times, variously ramified into winding bands.

\* (1) In making a saturated solution of chloride of sodium, in water of the Seine, the liquid suffered a contraction equal to 0.03 of its volume, and disengaged 0.015 of the same volume, of gases contained in the water. The temperature was 59° Fahr., and the pressure 30 inches.

† (2) The chloride of sodium, when present by itself, in small proportions, in water, determines, on the surface of polished iron, local oxidations, which remain greenish colored the longer, and preserve the remainder of the surface the better, accordingly as the iron is farther removed from the surface of the liquid in contact with the air; but these oxidations do not assume the nodular form.

‡ (3) In all the preceding experiments, made with a view to their practical application, the water used



Bars of wrought and cast iron, polished, which have been, for the last four days, immersed in water, that had previously stood in contact with a portion of white marble, in the form of a well washed powder, already exhibit, near the surface of the liquid, points of a greenish oxidation, and rust in a flocculent state.

The following conclusions may be drawn from the preceding facts, and others not mentioned.

1. That all solutions, having a slight alkaline reaction, may, while the general surface is preserved, occasion the formation of local concretions of oxide, at certain points of the surface of iron immersed in them.\*

That the general character and rapidity of this process varies with the presence, and according to the proportions, of atmospheric air, and different salts, that may be brought into action, and is further determined by the presence of breaks in the continuity of the surface of the metal immersed, whether these interruptions exist in a single piece, or at the lines of separation between different pieces of iron, or even between the latter and other substances.

3. That acid solutions determine a uniform, and less bulky, oxidation; on copper, both acid and alkaline solutions determine a general oxidation.

Local concretions must then be expected to ensue in wrought or cast iron pipes, when exposed to a current of water slightly saline, and having a feeble alkaline reaction. In such case, it will be necessary either to abandon the use of this metal, or at least to contrive convenient places of access to the pipes, at short distances from each other. In this case, owing to the minute state of division of the particles, and the granular formation of the concretions, the obstruction may be removed by the application of a gentle friction, or by the assistance of a diluted acid, too weak to injure materially the metallic parts.

*Note by the Translator.*

The general properties developed in this paper, as belonging to all alkaline solutions, are considered by the author to present a new series of electro-chemical actions to the attention of the scientific chemist.

[From the Journal of the Franklin Institute.]

*Remarks in relation to some new Concretions, produced artificially on Iron.* By M. PAYEN.

In a recent paper, the results of which

was taken from the river Seine, and filtered after its mixture with the alkaline solution, and the subsidence of the precipitate, (which fell in consequence.) The temperature during the experiments varied from 59 to 62.6, and from 68 to 69.8, Fahrenheit. Several of these experiments, repeated with the use of distilled water, gave the same results, when the proportions of the alkaline substance, of the atmospheric air, &c., were the same.

\* (4) Wrought and cast iron, half immersed in a weak ammoniacal solution, were preserved, by the vapor of the ammonia mingling with the air above the liquid, during all the variations of temperature through out the year. The solution contained 0.1 of ammonia. All the above mentioned concretions are composed of a mixture of hydrated protoxide and peroxide of iron; the proportion of the latter slowly increases.

have been verified by M. M. Becquerel and Dumas, I made known a method of forming the protoxide and peroxide of iron, in the shape of nodular concretions, on certain points of the surface of iron,\* while the remainder of the surface preserves unchanged its metallic state.

An investigation, having its origin in the electro-chemical theory, and the properties of alkaline solutions, has led me to the discovery of another kind of local concretions, produced by a series of still more complicated reactions.

A polished cylinder of soft iron was kept immersed, for a year, in a close vessel, in a solution of sub-acetate of lead, and consequently exposed to the influence of an alkaline reaction; for a short period, no signs of oxidation were observable, but it afterwards became studded with a number of spongy, greyish excrescences, which presented themselves on a line parallel to the axis, (see preceding paper.) The remainder of the surface of the iron preserved, unaltered, its original appearance.

The concretions were made up of small particles, aggregated in the form of a metallic sponge, that presented the appearance and ductility of lead.

A slight friction was sufficient to unite the particles when separated, and to give the mass the brilliancy of that metal.

When flattened together under a slight pressure, and heated in a tube out of contact with the air, they melted, and hardened; on cooling, into a dross, that possessed all the properties of lead.

The liquid itself remained limpid and colorless throughout the year; afterwards, when exposed to the air, it quickly assumed a yellowish brown color, which gradually deepened; it still possessed a feebly alkaline character.

A portion of the liquid being treated with sulphuric acid, acetic acid was developed. Another portion, by the action of a soluble sulphate, gave a precipitate of sulphate of lead, and the supernatant solution had all the properties of the salts of iron.

The tube in which the solution, and the immersed iron, were enclosed, contained, then, evidently, the following substances, present, at the same time, together.

1, sub-acetate of lead; 2, metallic iron; 3, lead, in the form of a concretion; 4, acetate of iron, partly acetate of the peroxide.

It appears to me to follow, from the preceding facts, that, at the points where, by the presence of foreign bodies, and interruptions in the continuity of the surface, the elements of a pile are constituted, the iron is oxidized at the expense of the oxide of lead, the latter metal being revived, and aggregating in concretions, at the same points, while the oxide of iron, united to its equivalent of acetic acid, diffuses itself in the liquid.

By the continuance of the same series of reactions, the volume of the concretions is augmented, while, by the alkaline

reaction of the undecomposed sub-acetate of lead, the rest of the surface of the iron is preserved from oxidation, and is thus enabled to maintain its metallic lustre.

By our advertising columns it will be seen that the magnificent undertaking, the New Orleans and Nashville Railroad, is to be commenced immediately, the first fifty miles being advertised for contract.

The length of the road is 565 3-4 miles, estimated to cost \$10,063,946, including the machinery, depots, water stations, &c.

This estimate is predicated upon a graduation not exceeding ten feet rise per mile towards New Orleans; or twenty feet from it. There will be no curvature less than five thousand feet radius. The rails will weigh not less than forty-five lbs. per yard.

We learn that its projectors have determined to make it one of the most perfect works that the present state of science and art will admit. When completed, the time between Nashville and New Orleans will not exceed thirty-six hours.

This, by facilitating the mails and transit of passengers, will render it, in a commercial point of view, the most important improvement ever projected, and in case of invasion, the South may have a more prompt resource in the western militia,—as cantonments in the vicinity of Nashville, where the abundance of provision and health of the climate are equal to any in the world, can be made for the rendezvous of the Western Army, and when required, transferred to the coast at a single day's notice.

Mr. Ranney, the Chief Engineer, is now on his way to Europe, with a view to make contracts for the delivery of iron, and the examination of the machinery and roads now in use or progress there.

Should the Virginians determine to connect their contemplated James River improvement with this work, we may expect to travel from Washington to New Orleans in four days, with an ease and comfort never before contemplated.—[Globe.]

Mr. Hoffman, the President of the Company, and Mr. Woodruff, one of the directors, and agent of the road, are also in Baltimore, whither they have come for the purpose of examining our railroads, and the machinery connected with them."

ACCIDENT.—As the locomotive on the Paterson Railroad, with a train, composed of transportation and passenger cars, was approaching the depot at Paterson, on Monday evening, an axle of the leading transportation car gave way, which overturned that and the next car, and threw the third off the track. The locomotive and passenger cars remained upon the track uninjured, though the passengers felt a shock by the concussion. Mr. Speer, the conductor of transportation, a very industrious and sober man, was seated on the car at the break, and unfortunately was crushed to death under the load. No other person was injured.—[Gazette.]

G. S. NEWTON, Esq.—We regret to announce the death of this distinguished artist, which took place at Chelsea on the 5th of August. He was in the fortieth year of his age. The London Gazette, in noticing his decease, says that "his talents as an artist are too well known to the public to render it necessary for us now to expatiate on them. In the representation of beauty, in propriety of character, in delicacy and force of expression, in skill in composition, in vigor of effect, in richness of coloring, and in painter-like execution, he has left few, if any, superiors.

DEATH OF MR. SADLER.—The decease of this gentleman is also announced in the London papers. He died in Ireland, about the 29th of July. He distinguished himself within the last eight or ten years by his parliamentary efforts, and also by his writings on political economy. His principal work was an elaborate treatise on "The Law of Population," in two volumes octavo, which was made the subject of one of the strongest, ablest, and bitterest articles that ever appeared in the Edinburgh Review.

Extract of a letter, dated Near Darien, Sept. 1.—I have nothing worth communicating, save the prospects of the Rice Crop. I commenced cutting on the 19th ult. and have about one third of my crop in the barn yard, and it is in most beautiful order, never having had a shower of rain upon it. I shall endeavor to have the first Rice in market this fall, and have no doubt it will sell well.—[Charleston Courier.]

\* The preceding paper is the one referred to by the author.—[Translator.]



Fig. 1.

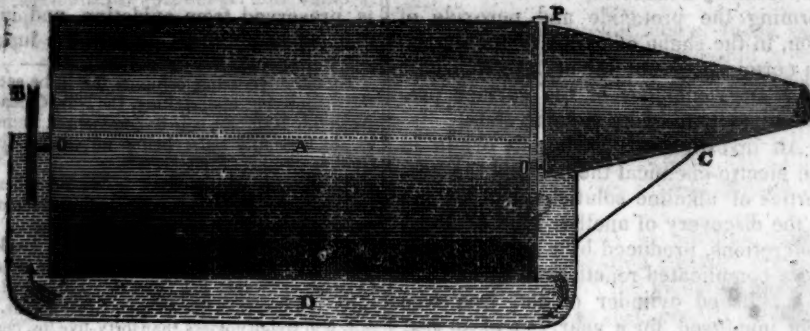


Fig. 2.

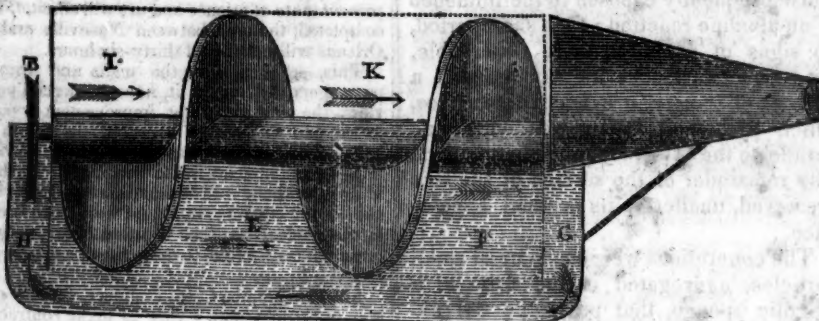
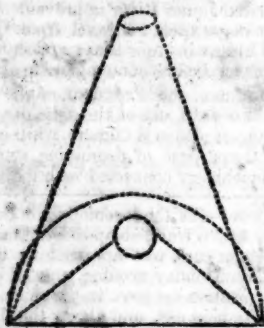


Fig. 3.



[From the London Mechanics' Magazine.]  
HYDRAULIC BLAST WHEEL.

In foundries, smithies, and other manufacturing, large quantities of atmospheric air in rapid motion are in constant demand, and a large proportion of the motive power is spent in the supply. The pressure of fluids being equal in all directions, the aggregate amount of force employed in transmitting air by means of bellows, air cylinders with pistons, &c. is very considerable, there being the same pressure on every square inch of the blowing apparatus as on the like space of the orifice through which the air is transmitted.

The accompanying drawings represent a blast wheel lately invented by me, of which the following is a description. I have had a model of it made, and it fully verifies the correctness of my calculations; and in this case the effects must be the same in proportion on a large scale.

Fig. 1. A is a hollow cylinder (the length of twice its diameter,) which is made to revolve on the pivots O by means of a rope or belt acting on the pulley B, or by any other mechanical power. C is a stationary nose or tube, fixed to the side of the oval trough D. The trough is nearly full of water, its level being above the centre of the cylinder A, and of the small cylinder within it, hereafter described. Within the cylinder A is a spiral leaf wound round a cylinder of about  $\frac{1}{4}$ th of the diameter of the

external one. The size of the internal cylinder need not be increased in proportion to that of the external. The leaf is soldered to both cylinders, and so rendered airtight; it may be made of the slightest material.

Fig. 2. The water is here seen occupying the lower half of the cylinder and trough, the top being always filled with air. On the wheel's making one revolution, the water in E is conveyed into F; that which was before in F escapes at G, and flows round the side and bottom of the trough, outside the cylinder, to re-enter the latter at H. The air in I (which is continually supplied by atmospheric pressure of 15 lbs. to the square inch) is conveyed to K, and so in proportion for less than a revolution; and the air which was before in K is forced through the pipe at C, to which branch pipes may be attached. A continuous blast of air is thus produced, and may be conveyed to any part of a building. The pressure of the water being equal on all sides, and as it is set in motion by the inclined plane of the screw, but little power is required to keep the wheel going, for the particles of fluids move easily amongst themselves. The trough should be of an oval form. In order that no air may escape between the tube and the cylinder, a strap of leather is fastened to the tube (which is fixed) to lap over the cylinder at P, fig. 1, and is kept down by a small weight, hung at the corner of each side, thus,



No air, once enclosed or detached from the atmosphere by the end H of the spiral leaf being immersed in the water, can possibly escape but through the nose or tube.

Fig. 3. Transverse sections of both ends of tube; and outline, as seen from its under side.

The wheel may be made of any size required. To ascertain the quantity of air discharged at each revolution: First, find

the whole contents of the cylinder, which we will suppose to be 14 feet in diameter, by first finding the area of the base by multiplying the square of the diameter by 7854; then multiply the area by the length of 28 feet, thus,  $14 \times 14 = 196 \times 7854 = 154$  nearly,  $\times 28 = 4312$ , contents of cylinder. But as it takes two revolutions to empty the cylinder,  $4312 \div 2 = 2156$  feet of air and water discharged at each revolution,  $2156 \div 2 = 1078$  feet of air less 78 feet for internal cylinder, &c. = 1000 cubic feet of air discharged at every revolution. If the motive power, or the velocity, cannot be easily regulated, a sliding-valve may be made in the side of the tube C.

ALFRED T. J. MARTIN.

Helston, Cornwall, June 6, 1835.

P. S.—Since writing the above, a practical difficulty has been suggested to me, viz. that the pressure of air for smelting should be 2, 3, and even 4 lbs. to the square inch, equal to the pressure of a column of water about 7 feet high. I do not see how this desideratum can be obtained by the foregoing plan; but still the invention may prove useful where large supplies of air are required without any considerable pressure.

*Abstract of the Specification of a Patent for a Mode or Machine for making Wrought Nails, Tacks, or Spikes. Granted to WM. C. GRIMES, York, York county, Penn., Dec. 17th, 1834.*

To make wrought nails by machinery is an object that has been sought by numerous individuals; hence it may be useful, in order to point out more clearly the novelty in the present plan, to refer to the general principles upon which preceding machines, or processes for that purpose, have been founded.

One of the first, and it is believed, an almost universal principle, that has been observed in previous attempts to make wrought nails, has been to make them from rods that were rolled or slit to the size of the larger part of the body of the nail. To taper, or to give to the nail its requisite form, from such rods, various modes have been essayed; swaging, forging, and rolling, have been tried, but the latter by far the most generally. Modifications of these principles, to effect the object proposed, have been too numerous to be here detailed. But whatever has been the modification of the machine, it has generally embraced or been constructed to operate upon only one of these principles. The novelty of the present machine consists in its being constructed so as to combine several of these principles at the same time, viz. cutting, swaging, or pressing, and forging, or percussion, and to make the novelty more apparent, the nails, &c. are not to be made from rods of the size of the body of the nail, but from broad plates, and these at a red heat. These plates are to be prepared by rolling, after the manner of plates for cut nails, but with this difference—they must be of perfectly sound iron, and two or three times as broad as the length of the intended nail, but of about the same thickness. These plates are to be cut off transversely into pieces, about two-thirds the length of two nails. From the sides of these pieces, or plates,



the nails are to be formed, and cut, the length of the nail running with the grain of the iron, or parallel with the length of the original plate. These plates are held, turned over, and the nails cut from the sides or ends of them, in the same manner as is practised in making cut nails, but with this difference—in making cut nails, the plate is either cold, or at what is called a black heat, whilst in my process the plates are to be at a high red heat. In making cut nails, they are cut off with a regular taper from end to end; in this process they are tapered not more than half their length. In making cut nails, the width of the plate is the length of the nail; in this process the plate is cut into lengths transversely, which length forms two nails, by their points overlapping each other. In making cut nails, the first action upon the nail is to sever it from the plate; in this process the nail is nearly formed before it is severed from the plate.

As the plates are cut at a high red heat, they would soon destroy the temper of the steel cutters or dies, if continually applied, as in making cut nails; therefore, to prevent such injury, I cut a few nails in rapid succession, and then allow a short intermission, when the plate is withdrawn, and a jet of water is applied for an instant to the dies, which continue in motion, the plate and the jet of water being applied alternately to the dies.

Two or more of these plates should be in the fire at a time, as only a part of one plate can be cut or formed into nails without re-heating. The plates may be changed in the furnace during the time that the jet of water is let on to the dies.

The water in the pipe that conducts it to the dies should be under considerable head, or pressure, and the starting and stopping the jet may be done in various ways; the valves or cocks may be opened at regular intervals by the machinery, or a treadle may be applied for that purpose.

When the nail is to be formed and cut from the plate, such a portion of the latter as shall be necessary is placed between the jaws or dies, constructed for the purpose, and which are parallel with the end or edge of the plate, for about half or two-thirds of the length of the nail. The remainder of the dies are turned off at a slight angle, running out to the edge of the plate, thus forming the taper or point of the nail; the plate is then turned over, and its opposite side brought into the same position between the jaws, and another nail is cut, the point of which commences at the same point in the plate that the taper began in the preceding nail.

A heavy hammer for striking a head upon the nail is placed in front of the end of the jaws; this hammer is fixed upon the end of an upright rod, or helve, the lower end of which is fixed to a horizontal shaft, furnished with round tenons, or gudgeons, that work in suitable boxes on each side of the frame of the machine. From the side of this shaft, an arm projects, being inclined downwards; this arm may be about one-third of the length of the said helve. A beam or lever,

whose fulcrum is near its centre, lies nearly in a horizontal position, with one end beneath the fly-wheel, and the other above the said short arm, to which it is jointed by a link. A cam on the periphery of the fly-wheel acts upon the end of this lever, or beam, the latter being gradually borne down by it, while the opposite end of the beam rises, and by its aforesaid connection with the hammer, the latter is thrown back to a proper distance; the said cam then terminates abruptly, and by a strong spring the hammer is brought forcibly upon the iron which is to form the head of the nail.

I intend sometimes to form the head upon the nail by pressure, instead of percussion.

Any competent power may be employed to impel the machine.

Machines greatly differing in form, and in the particular arrangement of the respective parts, may be constructed upon the preceding principle to produce similar results, or effect the same end by similar means. I therefore do not intend to limit myself to the particular arrangement herein specified, but to change such form and arrangement as I may think proper, while the principle remains unchanged.

What I claim as new, and as my invention, and for which I ask letters patent, is, 1st. The making or forming wrought nails, tacks, or spikes, from or upon the edges or sides of metallic plates, by pressure and cutting, after the manner, or upon the principle, herein specified.

2d. The manner of severing the plate from the nail, so that a part of the latter is left standing out beyond the end of the jaws as herein before described.

3d. The side jaw by which the plate is gauged, and the nail compressed, and removed from the jaws.

4th. I also claim the general construction and combination of the respective parts of the above described machine, by which general combination it derives that character by which any competent machinist will readily distinguish it from any of the various nail machines heretofore in use.

But I do not claim as my invention the fly-wheel, cams, levers, or any other part of the machine, taken separately and individually; but, as aforesaid, the combination of these parts upon the principle herein fully set forth. Nor do I claim the forming of nails from nail plates, by cutting them with the grain, that having been already done; but in this particular I confine myself to the peculiar manner in which the cutting is effected.

WILLIAM C. GRIMES.

[From the London Mechanics' Magazine.]

#### EVIL EFFECTS OF THE DIVISION OF LABOR.

—In attempting to prove that the minute subdivision of labor has an evil tendency, I am aware that I shall meet with few who will admit the evil to be so extensive as I shall endeavor to point out; and it is very probable I shall be written down by some of the many able correspondents of the *Mechanics' Magazine*. But as the follow-

ing facts are the results of long observation and experience among the working classes, I have resolved to publish them anonymously, in the hope that they will meet the eye of some who may be benefitted by them; and should they be the means of convincing even one, I shall consider myself happy in having brought the subject into notice. I have myself served an apprenticeship to a mechanical profession, and had then ample opportunities of observing the causes that tend to bring about the moral degradation of some of the working classes.

That the division of labor produces a cheaper article, and is a great source of national wealth, I readily admit. I believe were it not for this very cause, Britain would ere this have lost her political status among the nations. Groaning under a load of taxation, which no other nation on earth could have borne, we have been driven into an artificial state of society, and the division of labor with all its attendant evils is one of the results. This is illustrated by the fact that we export machinery to countries where workers are obtained at half the price; and yet these countries are unsuccessful competitors in the same market with the poor tax-exempt British. Our national vanity whispers that this is owing to our superior genius; but I contend that it is our artificial mind-degrading system of dividing labor, which by making individuals do only one part of a thing, with mechanical, or rather slight-of-hand, rapidity, enables us to produce a whole as cheap as our foreign brethren.

But the effects of this system upon society is truly deplorable. A poor boy, with very little education, is bound an apprentice for five or seven years, to do one particular act; he commences cheerfully, and in a few weeks can manage it completely; the only difference between him and a journeyman being that he takes twice the time. He is now doomed through life to be a mere machine; all the delight he felt in learning his trade is over; he has no more mental work to perform, and he goes on from day to day with his monotonous task without excitement of any kind, save the temporary one of the gin-shop: there, amongst the rudest ribaldry and mirth, he is exhilarated and comparatively happy. Next day he returns to his labor in the most melancholy and discontented mood, and hastens on with his work to procure the means for "a hair of the dog that bit him." In short, as his profession does not exercise his intellect at all, he cannot fail to indulge in what he thinks his only pleasure. Let us suppose this to be continued until he reaches man's years, when the effect will be seen in an intellect, blunted, and quite useless from inaction. For we know well, that the thinking, like the physical, part of the man, is either perfectly or imperfectly developed—by proper or improper exercise. This man's brain is unexercised, nay, it is diseased; he has acquired a sensual and ungovernable appetite for the drug that enfeebled, and still continues to enfeeble, both his mind and body, and he is in such a morbid state, that all his efforts to reform or improve his mind are ineffectual. He tries *Mechanics' Institutions*, and all the other schemes for improving the working classes, but to no purpose; his mind, from want of habit, cannot follow the lecturer; he gets inattentive—sleeps—and loses the thread of the subject; repeats his visits for a night or two, perhaps, and the lectures get to him "the longer the drier," until he quits in disgust, what might, under other circumstances, have been a source of enjoyment to him. When such a character



enters into the solemn engagements of matrimony, his previous habits and badly regulated mind ill qualify him for the various duties of husband or father; he brings into the world a few squalid, degenerated wretches, and by his brutal conduct, drives his well-disposed partner to that temple of infamy the gin-shop, for the melancholy purpose of "drowning her cares." I will not disgust the reader by dwelling upon the united effects of their example on their thus hereditarily vicious offspring. The wretched man continues to work and drink alternately, until he reaches the workhouse if in England, and beggary and crime if in Scotland: a poor grumbling, discontented, shameless pauper, both unable and unwilling to work; for the man who has spent twenty years of his life sharpening pin-points, or guiding a self-acting turning machine, has not physical strength to handle a spade or road hammer, even if he had not been previously wasted by dissipation. This is not an exaggerated picture; the melancholy details of evidence brought before the Factory Commission furnish multitudes of such instances. It is not the long hours, however, that is the sole cause of this evil I maintain: it is the division of labor that is the root of the evil, which I shall endeavor to illustrate by another example, *not ideal*, but like the former, *real*: and the writer has many characters under his own eye, of both kinds, to choose from.

In Scotland, some ten or twelve years ago, the division of labor was not (and is not even now) carried to the extent that it is in England, and consequently the working classes have a higher moral character, which is commonly ascribed to education, and a modern training. This is the case in a very few instances; by far the greater number of the Scotch mechanics and operatives receive a very limited education. When they are sent off to a trade, they can half read, and perhaps make shift to write the letters of their own name—but the difference rests here; the Scotch mechanic has to do a great variety of jobs, not one of which he can do so quickly as the expert Englishman.

As an instance: About twelve or fourteen years ago, an engine-maker had to learn to make a tolerable good pattern; he had to turn both iron and wood, to fit up, put together, and attach the engine to the factory; he had thoroughly to understand drawings, and in many cases had to draw himself. The reader will readily imagine, that this must be a clumsy "Jack of all trades": this is not the case however,—he is a slow, but a good workman. Suppose exactly such a boy as we took in the former case, bound apprentice to this trade for seven years: for one year he is allowed to run loose about the work, he is every "body's body," runs messages, creeps into holes to do jobs which men cannot reach. By the end of the year, he has acquired a very rude-general notion of the whole work, but can do little or nothing with his hands. He is now stationed at a bench, and from making simple articles, comes on with great satisfaction to himself to make good patterns; he then wearies, because he thinks himself master of the subject; having little mental work to perform, he is now in great danger of going astray, but happily for himself he is shifted to another department, upon which he enters with great spirit, and feels with intense delight, as bit by bit he masters the various tasks put before him. His brain thus stimulated and exercised, a thirst for knowledge is created, and he is driven in search of food for his

mind to a Mechanics' Institution, where he hears and sees, for the first time, the astonishing fact, that the water he drinks is composed of two gases that burn. This leads him to endeavor to read, that he may learn more of the matter, but he finds he cannot do it so quickly as he would like; he then sets to work with good will, goes to an evening-school, and his mind being in an excellent state for receiving instruction, he makes most rapid progress. I need not trace him farther—here is a useful and promising member of society, who himself enjoys life and all its blessings. A few such (according to the strength of their intellect) turn out eminent men—the rest are scattered over the earth in the shape of managers, superintendents, and foremen, of flourishing works; and it is worthy of remark, that in all the large manufacturing towns in England you find a large proportion of Scotchmen doing the intellectual work of large mechanical establishments. This does not arise (as Sandy's vanity always suggests) from a "national superiority." John's head is just as good as his, as is seen in every case where there has been the same chance of getting the organs developed. I regret to state that the baneful system of dividing labor is fast spreading in Scotland, and the moral degradation attending it cannot be denied by the most ardent admirers of the religion and morality of that country. It must not be supposed that the character I have last attempted to describe has been exempt from temptation. No, he has kept company with the drunken and the dissolute (of which there must be a large proportion in every society); but his mind having been properly set to work, he soon calculated the amount of real pleasure or pain to be derived from seeking after knowledge, or from a course of profligacy. Nor must I be understood as assuming that all are depraved who labor at one particular object all their lives, for there are some minds that naturally resist the influence of such causes; but the number of the good bears a small proportion to the bad in countries where this vicious system is carried to great extent. There is another demoralising effect yet to be noticed, which I shall endeavor to do as briefly as possible. An improvement in machinery often turns hundreds adrift upon society, who having spent the best part of their lives in some such trifling work as heading pins, are too old to learn another business, and for reasons already mentioned they cannot do out-door work; their minds being untutored, they do not make a very vigorous effort to do their best at a new job, well knowing that they will not be allowed to starve in England. In many, very many cases, such men direct their blind rage to the breaking of machinery, not only the machine which superseded them, but machinery of all kinds; in short, a large proportion of the seditious, the incendiaries, the swings, machine-breakers, &c. which disturb the peace of society, are division-of-labor people, thrown out of work, and who have neither physical nor mental strength left to turn themselves to another decent employment, seeing that the few that do so are scarcely fit to earn sufficient to support a miserable existence.

It is common enough to hear the lordly aristocrat, or wealthy man of business, express their *disgust* in such unmeasured terms, as the "beastly multitude," the "canaille," the "scum of the earth," &c., and grumble loudly at the overwhelming poor-rates. Let them examine themselves carefully, and see that they be not aiders and abettors of such infamy. Let them re-

member, that the cause of this evil is *over-taxation* (and every one who directly, or indirectly, robs the public purse, is to blame for perpetuating the evil,) and not turn away in disgust from his fellow-being whom he has already injured.

We take some trouble to educate the lower animals, and if some of these our humble servants are not so tractable as could be wished, we do not vent our anger upon them, but upon their trainers. Why, then, should the higher classes *spurn* the poor, misled, untrained mechanic, whose labor has perhaps enriched them? It were a wiser course, and a way to root out the evil, were they to set on foot a proper plan of national education, inquire into, and amend, some of the absurd apprenticeship laws, and put the rising generation in the way of acquiring more than one branch of a business, in order that their minds may be so far exercised as to make them good members of society, instead of converting them into *mere machines* for the acquisition of wealth. We see the good effects produced in the middle classes by education. Why, then, should a large proportion of our fellow-creatures be allowed, or rather doomed, to remain in a state of darkness? I trust these remarks will be followed out by some of your abler correspondents at some future period. I am afraid I have already occupied too much of your valuable space. L.

May 4, 1835.

FRANKLIN INSTITUTE.—The seventh conversation meeting of the Institute, for the season, was held at their Hall April 23d, 1835.

Mr. Thomas Ewbank, of New-York, exhibited a series of experiments on the rarefaction produced in the air within a tube, by blowing through another tube inserted into the first; the tubes were variously connected, and proportioned in dimensions, and the degree of rarefaction produced in each was measured by the rise of a column of water into the tube.

Mr. Ewbank showed that this principle might be applied conveniently to syphons, the flow of water through them being commenced by blowing through a lateral tube. He also exhibited a syphon, the shorter leg of which terminated in a tube, widening as it receded from the bend, and which was filled by stopping the longer leg with the finger, and immersing the other leg of the syphon in a liquid; on the removal of the finger, the momentum of the liquid carried it up the shorter leg, passing the bend.

Messrs. Lehman & Duval, of Philadelphia, exhibited various specimens of lithography, drawn and printed at their establishment.

Professor W. R. Johnson showed an apparatus intended to illustrate the principle upon which rockets ascend, and to show that such ascent might take place in vacuo, and, therefore, could not be produced by the re-action of the gas, issuing from the rocket upon the air without. The apparatus consisted of two revolving arms, with opposite apertures, like those of Barker's mill; this was placed in an exhausted receiver, and set in motion by admitting air through the apertures into the receiver. The arms were furnished with broad wings, presenting a large surface to resist the motion through air. The velocity was perceived to be greater as the vacuum was more perfect.

THE COMET.—We understand that Professor Anderson, of Columbia College, has seen the comet several times, and traced its path.



[From the Scientific Tracts.]

A LETTER TO DR. FRANKLIN, BY A SEAMAN, MANY YEARS AGO.—I have often wished that somebody would carefully collate a sufficient number of meteorological journals, with intent to observe and class the several appearances in the atmosphere before great changes in the weather, particularly before great storms. I am persuaded, from my own observation, that, in general, sufficient indications of impending tempests precede them a considerable time, did we but carefully note them.

The phenomenon which I am going to mention, is one of those indications which not only portend an approaching tempest, but ascertain from what quarter it will come: a circumstance that may render it of essential service to seamen. I believe the observation is new, that the aurora borealis is constantly succeeded by hard southerly or south-west winds, attended with hazy weather, and small rain. I think I am warranted from experience to say, constantly; for in twenty-three instances that have occurred since I first made the observation, it has invariably obtained. However, I beg leave to request that you will recommend it to the notice of the Royal Society, as a matter which, when confirmed by further observations, and generally known, may be of more consequence than at first appears. To show that it may, give me leave to recite the circumstance which first occasioned my taking notice of it. Sailing down the English Channel in 1769, a few days before the autumnal equinox, we had a remarkably bright and vivid aurora the whole night. In shore, the wind fluctuating between N. N. W. and N. W., and farther out W. N. W.; desirous of benefiting by the land wind, and also of taking advantage of an earlier ebb tide, I dispensed with the good old marine adage, "Never to approach too near a weather-shore, lest it should prove a lee shore," and by short tacks clung close along the English coast. Next day the wind veered to the S. W., and soon after to S. S. W. and sometimes W. We were then in that dangerous bay between Portland and the Start Point, and carried a pressing sail, with hopes of reaching Torbay before dark; but night came on, with thick haze and small rain, insomuch that we could not have seen the land at the distance of a ship's length. The gale was now increased to a storm: in this dilemma nothing remained but to endeavor to keep off the shore till the wind should change. Luckily, our ship was a stout one, and well rigged.

Reflecting, some time after, on the circumstances of this storm, and the phenomena that preceded it, I determined to have particular attention to future auroræ, and the weather that should succeed them; and, as I observed above, in twenty-three instances have found them uniform, except in degree; the gale generally commencing between twenty-four and thirty hours after the first appearance of the auroræ. More time and observation will probably discover whether the

strength of the succeeding gale is proportionate to the splendor and vivacity of the aurora, and the distance of time between them. I only suspect that the more brilliant and active the first is, the sooner will the latter occur, be more violent, but of shorter duration, than when the light is languid and dull. Perhaps, too, the color of the aurora may be some guide in forming a judgment of the coming gale. That which preceded the storm I have mentioned, was exceedingly splendid. The tempest succeeded it in less than twenty-four hours, was violent, but of short continuance. In June last, a little without soundings, we had for two nights following faint inactive auroræ; the consequent gale was not hard, but lasted nearly three days; the first day attended with haze and small rain, the second with haze only, and the last day clear.

The benefit which this observation on the aurora borealis, when further confirmed, may be to seamen, is obvious, in navigating near coasts which extend east and west, particularly in the British Channel. They may, when warned by this phenomenon, get into port, and evade the impending storm; or, by stretching to the southward, facilitate their passage by that very storm which might otherwise have destroyed them; for no winds are so dangerous in the Channel as the southerly and south-west. In a word, since I have made this observation, I have got out of the Channel, when other men, as alert, and in faster sailing ships, but unapprized of this circumstance, have not only been driven back, but with difficulty have escaped shipwreck.

Perhaps the observation, that southerly gales constantly succeed these phenomena, may help to account for the nature of aurora borealis. My own thoughts on that subject I shall sometime beg leave to lay before you.

J. S. WINN.

[From the same.]

CONTACT OF COMETS.—In the course of a lecture on comets, delivered at the Royal Institution, by Dr. Lardner, on Friday evening, the 1st of May, the lecturer took occasion to allude to a report which has been going the rounds of the newspapers, purporting to come from Sir John Herschel, to the effect that Halley's comet, which is expected to make its appearance in the course of the present year, had long since changed its course, and now revolved in another orbit. Dr. L. observed, that Sir J. Herschel had not any means of ascertaining such a change, other than those possessed by any other astronomer; and he was of opinion that the paragraph was either a fiction, or else greatly exaggerated, exemplifying the story of the three black crows. There are only two circumstances from the occurrence of which the orbit of a comet can be changed. In its course it may meet with a planet, the attraction of which may be sufficient to produce such an alteration, or it may cross the path of another comet, and either coalesce with it, or be acted on so as to produce that effect. Sir J. Herschel, however, has no

means of ascertaining that either of these circumstances has occurred in the present instance, and Dr. L. sees no reason to doubt that the comet will make its appearance.

In the course of the lecture, Dr. Lardner mentioned a curious fact relating to the splendid comet which appeared in June 1770, and was observed by Messier, surnamed by Louis XIV. the *comet ferret*. It passed within the orbit of Jupiter, and was visible in an unusually large part of its course, which was very carefully observed and noted. Messier not being a mathematician, Lexon computed the observations, and laid down its path. He at first considered its course was a parabola, but not being able to compute it correctly according to that supposition, he examined further and ascertained that its orbit was an ellipse, and its course would be completed in about five years and a half. Considerable attention was excited on this occasion, and its re-appearance anxiously looked for; the time passed, however, and the comet did not make its appearance, nor could any account of any previous visit be discovered.

This fact proved a complete problem until Laplace grappled with it; and he ascertained by accurate investigation, that this comet of 1770, during its course, on the 18th of January, 1767, at noon, came in contact with the planet Jupiter, and remained entangled for about six months. Previous to this it described an orbit of fifty years, but the new orbit in which it revolved after its contact with Jupiter, was one of five years and a half. In this manner Laplace accounted for its non-appearance previous to 1770, inasmuch as previous to that date its path was so distant as to render it invisible. The explanation given for its non-recurrence was equally feasible. Jupiter runs its course in eleven years, and this comet in its new orbit completed its revolution in five and a half. At the end, therefore, of the first five years and a half, the planet Jupiter being then at a great distance, the comet should have been seen, but it so happened that at that time the earth was in such a position with regard to the sun, as to render it invisible. When the period approached for the completion of its second revolution, it was again met by the planet Jupiter, and again its orbit was changed. The ellipse into which it was thrown this time was one of 20 years, and its path was so distant as to render it again invisible.

From Charleston, by the steamboat, we have papers of Saturday afternoon. The Patriot of that day has this article respecting the *Stranger's fever*, or, as called here and elsewhere, the *Yellow fever*, which has broken out in that city:

HEALTH OF THE CITY.—It will be perceived from the Report of the Board of Health, that there have occurred but seven deaths from the *Stranger's Fever*, from the 17th of August to the 7th instant. This is a very small number for the season in which this form of disease usually prevails in our city, and we understand that such is the mild character of the prevailing fever, that it is perfectly manageable with care and skilful treatment, as is always the case when it appears after the middle of August.



[From the Apprentice's Companion.]

The following excellent article on Female Education is from the "American Annals of Education"; and, although it is not addressed to "Apprentices," it may be of use to them to know how to select—for most of you will probably desire to select, when in a situation, a companion for life.

A mechanic, above all other men, ought to have an industrious, prudent, and economical wife—she should not only know how to govern her family, but also to govern herself. She, above all women, should feel and know that home, rather than the streets and neighbors, is her proper place. If therefore you would have such a companion, seek not for her where the mother is a fashionable, or one who spends more time from, than at, home.

#### FEMALE EDUCATION.

**Domestic Habits.**—In advising as to the course of early female education, I have insisted on the necessity of cultivating, in childhood, the habits of Temperance, Order, Activity, Industry, and Self-command, as essential to the health, happiness, and usefulness of woman.

There is another branch of female education of the first importance which involves many particulars, but may be termed the preparation for domestic life. This involves both habit and skill in domestic employments.

We must begin with forming domestic habits. No quality is more essential to the dignity of the female character; and without it there will never be patience in the acquisition of domestic skill. On the other hand, the domestic disposition is best cultivated by giving domestic employments. Useless objects and occupations soon tire us. Splendid furniture and ornaments, and mere amusements, produce a weariness, from which there is no escape, but by perpetual change. On this plan, how many families are made, not automata, unfortunately, but locomotives, active only in vain and mischievous efforts for "some new things." As capable of happiness as their neighbors, they have never learned the true mode of enjoying it. They promenade the streets; they wander from shop to shop, from house to house, from street to street, gathering every subject for vanity or trifling, every secret or witticism, or report, they can find, to enlarge their supply of occupation for idle hours. Such "busy-bodies" always leave their own duties, undone, or ill-done; and the habit of neglecting their own concerns necessarily leads them to occupy themselves with the affairs of others, and to interrupt them in their occupations, or interfere with their peace.

Let the daughter then be guarded against this pernicious fault. Let her be trained to feel, that her first great duty, when not engaged in the acquisition of useful knowledge, is at home—that she is her mother's natural assistant or substitute, in the care of the nursery, and the family. When she has well-learned the lesson of obedience and self-command, she may safely be entrusted with the direction of the other children, but not till then. Under the direction of her mother, she may, in this way, complete her course of training in self-government, and learn to imitate her heavenly father, who is "kind even to the evil and unthankful."

But she must also learn in the nursery

that peculiar duty of woman,—the care of the feeble and the sick. Every family, and every child, are every day liable to accident and disease. Nothing in the nursery is so important as habitual care to prevent disease, and to relieve pain, or remove the cause at once, when it occurs. More can be accomplished to secure the health of children by the faithful, interested nurse, always present, than by the absent physician, however skillful, in occasional visits, which often prove too late to remedy the evil. This office, the elder sisters, and each of them, as they grow up, should be taught and accustomed to fill. For this purpose, she must acquire, not merely skill in watching and providing for the wants of her charge: presence of mind, gentleness of disposition, combined with firmness of resolution, are indispensable to the good nurse. These must, therefore, be cultivated and matured by constant practice. Daughters who are not trained in this manner can never be safely entrusted with the health of a family. Poor and pitiable matrons—still poorer and more pitiable, their companions, and their families!

But the nursery is not the only place for domestic duties and skill. Humble as the theme is, we cannot complete our view of female education without descending to the kitchen; for the table of the king himself must be furnished from it, and even the health of the family depends upon its right management. Order, and skill, and vigilance, must begin there, or comfort can never inhabit the house. She who governs it must learn in the only way possible—by acquiring practical skill in all that is to be done. This is an every-day business, not to be accomplished by one great effort, or by some wonderful plan, but by the regular, returning care of a directing eye, and a skillful hand. The mistress of a house becomes a pitiable cypher, if she has not the practical knowledge to direct the when, and the where, and the how, of every thing that concerns her family affairs; and she can learn this only by experience. Respect is paid to authority, only when those who exert it know how to give directions in the right time, and the right manner.

Let the daughter, then, as much as possible, learn every part of household duty, practically. It was a wise step in a circle of ladies in one of our cities, to finish the education of their daughters in a cookery school. They attended punctually, and daily, for a certain number of hours, long enough to give them a competent and practical knowledge of the arts and the economy of the kitchen. Their works praised them; and the convenience and pleasure of a well regulated, economical, and healthy table was the reward of their efforts. Regularity and order prevailed in every department of the house, because the whole was directed with intelligence and skill. The incessant causes of scolding, and fretfulness, and discontent, were in a great measure removed, by the training which not only gave these matrons habits of industry and self-command for themselves, but taught them how to direct the employments of others with regularity and success.

In visiting the house of Mrs. —, every one is ready to ask, "How could you bring your family to this regular, quiet, pleasant state?" The simple answer is, "by understanding what every one ought to do, and how it ought to be done, by beginning right and persevering in the right course, until every one knew her duties, and could do them well." A course of actions will form a habit; and habit, we know, is second nature. In this way, hard

things become easy, and labor pleasant. Idleness will be at length painful, and fretfulness intolerable. It will be easier to do right, than to resist the steady current of order in the family; and every disturber of the peace will be frowned upon, as an enemy of the whole.

And while I am urging this duty, I cannot help alluding to the sad neglect of it in modern days. What is to be the history of the rising generation? Must it be told in language like this?

"Fashion and accomplishments, and amusements, and unnecessary display in literature and science, absorbed the whole time of the females of this period. Domestic cares and virtue seem to have descended to the tomb with their grandames, or to be consigned with their pictures to the garret. Their domestic skill was lost, and their domestic habits forgotten or despised; and when the tale was told by some relic of former days, or appealed to as an example, it was only met with a suppressed smile at such antiquated notions, or an open scoff at those who busied themselves at home in ignorance, or submitted to be slaves to their husbands and children. The immediate consequences were such as might be anticipated. The wealth which industry abroad, and frugality at home had accumulated, was scattered by indolence and ignorance, and prodigal expense. The noble dwellings which it had raised and furnished, were sold to pay the debts of extravagance, or pulled down to make way for others, which soon shared the same fate. Many a mechanic, who grew rich by the obsolete virtues of industry and economy, occupied the splendid house of those who looked down upon him, and despised his virtues; and his daughters held the first station in society, while those of his employer might be found in some obscure corner, with little to cover them but worn-out finery, and apparently with little to sustain them but their pride in what they had been. Nay, the domestic was often to be seen taking the place of his master, and occupying the station from which his children had fallen, by the neglect of forming domestic and industrious habits in their education."

Whether this shall be the record of the whole generation or not, such is, unhappily, the history of many a family, and is likely to be that of many more. Perhaps I shall not even obtain a hearing from those who have already begun this course. The whirlpool seldom permits any to escape who have once entered, even its margin. But those who are approaching it may, perhaps, hear me; and I warn them, that they guard against its powerful current before it is too late; for I have witnessed more examples than I can mention, of its ruinous effects.

I am aware that economy and its attendant train of minor virtues are old fashioned matters. They are found in here and there a family; but the very names seem rather to belong to the dictionaries of the last century. But there is a section in an old book, too seldom studied—the last counsel of a wise man—which recommends them; and as it describes particularly the virtues and the defects of women, it ought to be often read by mothers and daughters. Although not new, its very antiquity, I trust, will give it authority with most readers; and in addition to other salutary truths, they will learn that in female education, and in female duties above all things, "the fear of God is the beginning of wisdom."

SENEX.



NEW-YORK AMERICAN.

SEPTEMBER 12—18, 1835.

EUROPEAN INTELLIGENCE.

**LATEST FROM EUROPE.**—By the packet ship United States from Liverpool, London papers to the 8th ultimo inclusive are received. Ours not having come to hand as yet, we are indebted to the office of the Gazette for the latest papers.

In England, the main topic is the Municipal Corporation Bill, under discussion in the Lords, where it was apprehended it might be thrown out—such apprehension, the Times however, pronounces unfounded.

The Paris papers of the 6th are filled with details of the funeral of the victims of the attempt to assassinate the King. We extract from Galignani a full account. Great care was taken to arrange the line of march, so that the royal family, in attending the procession, should not pass within shot of any dwelling. The gardens of the Tuilleries, through which they passed to join the procession on the *Place Louis XV*, were cleared of all visitors, and thence to the *Invalides*, the only building to be approached near by was the Hall of the Deputies. On the day succeeding the funeral the royal family went to return thanks at *Notre Dame*, for their escape from assassination. As that church is in the heart of the *Cité*, (the island so called,) and only approachable through narrow and densely populated streets, the royal family went in close carriages, strongly escorted by a detachment of lancers, and proceeding at full gallop. No accident of any sort occurred, and the royal family returned in safety.

In the sitting of the Chamber, M. Persil, after a prefatory speech from the Duke de Broglie, developed the new measures for restricting the press. A full report of them will be found below.

To publish anything offensive to the King, or attacking the principle or form of his government, is declared an *attentat*, or treasonable attempt against the State, and becomes thereby liable to be brought before the Court of Peers. The penalty may be perpetual imprisonment, and a fine of 2,000*l.* sterling. To deride the King or his authority may be punished with from six months to five years imprisonment, and with from 20*l.* to 400*l.* fine. The public declaration of Carlism or Republicanism is punished similarly with the last offence.

Every *gerant*, or responsible editor must, on being questioned, divulge the name of the author of any article. He must insert any answer or contradiction which the Government may think fit. He cannot be responsible editor after condemnation.—For infraction of these laws he is amenable, not to the Jury, but to the Correctional Police. The censorship is re-established for prints, lithographic emblems, and theatrical pieces.

The vote of the jury is to be secret; and the names of jurymen are not to be published by any journal. The verdict is returned by a bare majority; viz., of seven votes.

A person condemned to deportation may be sent to any house of detention beyond the limits of France. This clause is introduced for those about to be condemned by the Court of Peers, who will probably be sent to the African coast. The final judgment of the Lyons prisoners is expected in the course of the ensuing week. Notwithstanding rumors to the contrary, no sentence has yet been passed.

TEXT OF THE BILL.

"CHAP. 1. *Crimes, Offences, and Misdemeanors, by means of the Press, or any other mode of Publication.*

"ART. 1. Every offence against the person of the King, whether by one of the means mentioned in article 1 of the Law of 17th May, 1819, or any other mode of publication, is an attempt against the safety of the State. Whoever shall be found guilty of the same, shall be punished with detention, and a fine varying from 10,000 francs to 50,000 francs.

"ART. 2. Whoever shall by the same means have endeavored to turn into ridicule the person and authority of the King, shall be condemned to

imprisonment for a term varying from six months to five years, and to a fine varying from 500 to 10,000 francs. The offender shall, moreover, be deprived of the whole or part of the rights mentioned in Article 42 of the penal code, for the entire duration of his penalty, and for a term equal to that of the imprisonment to which he may have been condemned.

"ART. 3. In discussing the acts of Government, it is forbidden to introduce the name of the King, either directly, indirectly, or by allusion. The author of an offence herein shall be punished with imprisonment, for a term varying from one month to one year, and with a fine varying from 500 to 5,000 francs.

"ART. 4. Any attack by one of the same means against the principle and the form of the King's Government, as established by the constitutional charter of 1830; any direct or indirect provocation to change them, is an attempt against the safety of the State. Whoever shall be found guilty of it shall be punished with detention, and a fine varying from 10,000 to 50,000 francs.

"ART. 5. Whoever shall have publicly manifested his adhesion to another form of government, either by assuming the qualification of a Republican, or by expressing a wish, hope, or threat, for the destruction of the monarchical or constitutional order, shall be condemned to imprisonment for a term varying from six months to five years, and to a fine varying from 500*fr.* to 10,000*fr.*

"ART. 6. Whoever shall have publicly attributed the right to the throne of France, either to one of the Members of the family condemned to perpetual exile by the law of the 10th April, 1832, or to any other than Louis Philippe I. and his descendants; whoever shall have expressed a wish, hope, or threat for the restoration of the fallen Government, shall be condemned to imprisonment for a term varying from six months to five years, and to a fine varying from 500*fr.* to 10,000*fr.*"

The Minister of War proposed to the Chamber, amid unanimous acclamations, a pension of 20,000*fr.* to the widow of Marshal Martier, with reversion to her son—of 6,000*fr.* to the widow of Gen. Verigny, with reversion to her children—of 3,000*fr.* to the mother of Captain Villatte—and of 3,000*fr.*, in addition to his half pay, to Gen. Blin, the only one of the four officers named, who survived his wounds.

M. Carrel, and other editors who had been arrested in the first ebullition of resentment, had been liberated after an insignificant interrogatory.

Gerard the assassin, or, as his name is now ascertained to be, *Fieschi*, was recovering from the effects of his wounds. Nothing has been discovered to inculcate, or connect, others in the attempted assassination.

[From Galignani's Messenger.]

**FUNERAL OF THE VICTIMS OF JULY 28.**—The sad solemnity by which it was intended to close the fatal and deplorable tragedy that so cruelly interrupted the rejoicings of last week, being appointed for yesterday—the day fixed upon for the interment of the murdered victims—every part of the metropolis began at a very early hour in the morning to display the bustle of preparation for the melancholy ceremony. Crowds were seen pressing from all quarters to every point which promised to command a view of the mournful procession, while numerous groups of General Officers, National guards, and detachments of the line, were encountered, crossing each other in every direction, hastening to the post assigned them in the performance of the solemn duties of the day. The National Guards were in immense force—not only those of the capital, but corps from all the towns, villages, and hamlets in the environs, were in attendance; some had even sent detachments from a distance of upwards of 30 miles. These brave citizen troops, always the firmest friends of public order, and never backward when their services are really required seem to have felt the necessity of manifesting their detestation of the late atrocious crime, and its abettors, should any such monsters exist, by this significant expression of their sympathy with the sufferers.

The shops of the capital were, with scarcely an exception, entirely closed, not only in the line of the procession, but in the remotest parts of the town. Fine, nothing was omitted which could mark a respectful sympathy of the public at large

with the sorrowful occasion. The line of the Boulevards was, as usual, the great point of attraction, and their entire extent, from the *Place de la Bastille* to the Church of the Madeleine, was crowded with spectators; balconies, windows, trees, and temporary stands, wherever accommodation could be afforded, or a human form be placed, not a spot was untenanted by an anxious though silent gazer upon the solemnly gorgeous pageant. At precisely half-past 8, the remains of each victim was removed from the *chapelle ardente* in the church of St. Paul, where they had lain in state since Saturday last, and placed in their respective hearses. This task being completed, the sad procession moved onward. Three mourning coaches, in which were the clergy of the church of St. Paul, preceded the first hearse, in which was the body of Mademoiselle Remy, who met her untimely fate at the age of 14. The effect of this simple bier was most touching; it was ornamented with entire white draperies, and drawn by two beautiful snow-white horses; twelve young girls, veiled, and also dressed in white, attended as pall-bearers, and the remains were followed by the relatives and friends of the deceased.

At the moment the procession first advanced the awful silence created by the sight upon the thousands, or rather hundreds of thousands, who crowded every dwelling from the roof to the pavement, in the populous rue St. Antoine, and the visible expression of sorrow in every countenance, was a sublime protest on the part of the people against the base and cowardly assassination which had hurried so many victims to a bloody and untimely grave. The next hearses in succession were those of M. Labrousse, receiver of taxes of the 7th arrondissement; M. Brunot and M. Ingard, spinners of yarn; and M. Ardouin, a workman. Next came those of Messrs. Benester, Leger, and Ricard, gradiers of the 8th Legion of the National Guards, and M. Prudhomme, sergeant of the same Legion. The pall-bearers were their comrades of the 8th Legion.

The pall-bearers of Captain Villatte were officers of the army; those of Colonel Raffie, officers of the Municipal Guards and the departmental Gendarmerie; those of Colonel Rieuze, of the 8th Legion, were four officers of the National Guards; those of Major-General Delachasse de Verigny, four superior officers of the army; and those of Marshal Mortier were Marshals Grouchy, Gerard, and Molitor, and Admiral Duperré. All the hearses of the military men were surrounded by tricolored flags and military emblems, and became gradually more handsome according to their rank. The horses of the last five, each led by two grooms, followed their respective masters, the first four being covered with black crape and white fringe, and that of Marshal Mortier with crape powdered with silver stars, and edged with silver fringe. The pall on each coffin bore an escutcheon with the initial of the deceased; that of M. de Verigny was surmounted by a coronet. The hearse which covered the remains of Marshal Mortier was, of course, as becoming the princely rank of the deceased, of a much more magnificent description than the others. It would, in truth, be difficult to conceive a funeral car of construction at once so richly gorgeous in its effect, and yet so solemnly appropriate to its melancholy purpose. Four large allegorical figures in silver raised upon a massive ornament of the same metal, the whole surrounded by a silver casque with rich sable plumes, composed the crown of the car, each corner of which was formed of a female figure, emblematic, as were those of the central superior ornament, of the Christian virtues. These figures, also in silver, were likewise each surmounted by a casque and large sable plumes.

Several tricolored flags were placed at various points of the vehicle. On the pall which covered the coffin, and on which the ducal arms and coronet of the deceased were embroidered, lay his ermine robe with other insignia of his rank, among which the well-worn sword of the gallant veteran, was the most touchingly conspicuous. The car was followed by the members of his afflicted family and a concourse of private friends. On arriving at the *Place de la Bastille*, where tents had been raised for the accommodation of the ministers and the various deputations from public bodies who were to join the procession at that spot, some delay and irregularity took place, but the necessary arrangements being soon made, the march recommenced, and proceeded along the Boulevards without interruption or accident. After the public bodies, followed the Polytechnic School, and deputa-



tions from the *décorés* of July, workmen and laborers. The porters of the wharf of La Rapée bore a large willow branch covered with crape and surmounted by wreaths of everlastings, and a flag with the inscription—*Vive la Charte! Vive la Liberté! Port de la Rapée!* On another—*Les Ouvriers des Ports.*

As the hearse passed the fatal spot where the assassinations were perpetrated, the emotions of the mourners were most painfully apparent. The window at which the truly-named *machine infernale* was placed has been blocked up, but two women (respectable as far as dress is concerned) boldly sat at the window beneath, quite unabashed by the gaze of the thousands turned upon them. The Boulevards offer nothing further to remark upon, except that upon any less melancholy occasion, the crowds of beauty and rank which thronged every window and balcony, the admirable order and appearance of the National Guards and troops, and the animated nature of the entire scene, would have rendered it a sight so gratifying as never to be forgotten. We now turn to the part of the ceremony in which His Majesty and the Royal Family bore a part. The King, with the Dukes of Orleans and Nemours, and the Prince de Joinville, left the Tuileries on horseback precisely at 11 o'clock, and notwithstanding the great interest necessarily attached to a sight of the funeral pageant, immense crowds awaited His Majesty leaving the Palace, and the bridge, quay, and every part of the town through which he was to pass with his family in their way to the Invalides. His reception was more than enthusiastic—so cheering that it was easy to perceive that the *sang froid* and manly indifference, he last week displayed in the moment of extremest danger, was more than once overthrown by the touching marks of affection and loyalty with which he and the Royal Family were received.—His Majesty looked calm and well, as did the Duke of Orleans and his brothers; but we regretted to see that the cruel event of Tuesday had left deep traces of grief and apprehension on the features of Queen and the Princesses.

At about half-past 11 o'clock, the Queen and the Princesses, who were in deep mourning, reached the Church in the Invalides; and in a few minutes His Majesty also arrived accompanied by the Dukes of Orleans and Nemours, and the Prince de Joinville, and escorted by his staff. Long before the appearance of the Royal party, the countenance of the auditory admitted to view the ceremony with tickets, betrayed a degree of anxious expectation, which was heightened not only by the solemnity of the occasion itself, but by a natural and loyal feeling of impatience for the presence of the Sovereign, whose existence scarcely more than eight days before, had been so miraculously preserved. This feeling was evinced at intervals by the deepest silence, interrupted only by the firing of the minute guns, which announced his Majesty's progress along the line, followed by the procession.—The King entered by the gate on the side of the Place Vauban, which he reached by means of a bridge thrown across the Fosse. On entering under the dome, he made a turn to the right, and passed before the Pears, by whom he was received with reiterated acclamations of *Vive le Roi!* which were re-echoed by the Deputies seated on the left.

His Majesty then passed before the *Corps Diplomatique*, by the members of which he was respectfully and cordially saluted as he proceeded towards the throne which had been prepared for him near the altar. After a short stay in the church, their Majesties retired into a separate part of the building which had been prepared for their reception.—The deputations from the Courts, the Tribunals, the Institute, &c., occupied that part of the *pourtour* of the dome, which remained vacant after the Deputies and the members of the *Corps Diplomatique* had taken their places. The estrade, which had been disposed under the dome for the reception of the bodies, was decorated with the most tasteful magnificence and brilliantly illuminated, and indeed the whole of the arrangements made in the building of the Invalides were most judicious, and perfectly in unison with the solemnity of the day. Each side of the avenue leading from the gate to the front of the edifice was ornamented with a succession of obelisks hung with black, and connected together with cypress garlands and tricolored flags. The *pourtour* of the Court of Honor was hung with black draperies. The *coup d'œil* presented by the church was most imposing. From the centre of each arch

in the grand nave enormous draperies were suspended. All the windows were hung with black to the top, and received no light whatever from the outside.

Each arcade was lighted by a lustre. The pilars and pilastres near the principal altar were covered over with black crape and velvet, and between the principal altar and the dome to the left, a sort of low estrade had been arranged with seats, cushions, and black velvet, *prie dieu*, trimmed with silver, for the accommodation of the King and the Royal Family. Under the dome had been arranged an immense square estrade with fourteen cenotaphs, all disposed at the same point of elevation, and surrounded by a rich canopy of colossal proportions. The architectural ornaments of the dome were veiled by sable draperies, which extended to the height of the galleries, and completely excluded all external light. At the base of the vast catafalque, to which we have just referred, were several enormous candelabra, whilst the upper part of it was covered with innumerable wax tapers, the whole being illuminated from above by four large sepulchral lamps, and a quantity of lustres and chandeliers. The name of each of the victims of the atrocious attempt of the 28th was inscribed in letters of silver on each of the sides of the catafalque, around which were stationed a detachment of the 7th Legion of the National Guards and some troops of the line.

At half-past 1 o'clock the arrival of the funeral procession was announced to His Majesty, who immediately passed through the nave, and was again received with the warmest and most enthusiastic acclamations by the assembled crowd, a large proportion of whom were ladies. The biers were placed in succession on the estrade; this part of the ceremony, in which the entire of the 14 murdered victims were brought together under the eyes of the Royal Family and the whole assembly, produced an impression of the most awful nature, and hundreds of the spectators were unable to control their emotion. At half-past 2 o'clock the Archbishop of Paris, and a number of the clergy, ascended the altar, and chanted the magnificent service of the dead, by Cherubini. The funeral oration, which produced a deep impression, was delivered by the Abbé Landrieu. The Rev. orator dwelt on the noble and brilliant actions which marked the military career of the gallant but ill-fated Marshal Mortier, and concluded by paying an eloquent and feeling tribute of respect to the memory of his fellow victims. The last prayers for the dead having been recited, the *De Profundis* was chanted with a degree of sublimity, of which the auditory testified their admiration by their breathless silence.

The funeral ceremony terminated at about half past 4 o'clock, and at that hour the King and Royal Family quitted the church, His Majesty and the Princes on horseback, and a few minutes before the Queen and Princesses. The departure of their Majesties was announced by a salvo of twenty-one guns. The King, accompanied by the Princes, and attended likewise by his brilliant and numerous staff, then inspected the ranks of the National Guard and the troops of the line mustered in review order on the Esplanade of the Invalides, the Quai d'Orsay, and finally in the garden of the Tuileries, and after meeting on every point with the most devoted and unaffected expression of loyalty and attachment, their Majesties and the Royal Family returned to the Palace of the Tuileries at a few minutes past 6.

Reviewing the solemnity of yesterday, looking to the zealous attendance of the National Guards not only of Paris, but of the vicinity, which alone, we should believe, amounted to upwards of 60,000 men, and the reception of the King by that class who form emphatically the people—coupling with these demonstrations the spontaneous expression of horror and indignation at the crime heard from the remotest quarters of France—it is impossible not to come to the conclusion that in paying this generous debt of sympathy to the honored dead, the victims of a blow aimed at the King, the country has also declared in language not to be mistaken, that its hope of order, security, and national prosperity, reposes on the dynasty of Louis Philippe.

The *Constitutionnel* contains an extraordinary statement as to the assassin. It is this:—

"The author of the crime is a Corsican of the name of Fieschi, who belonged to the guard of Murat when King of Naples, and who had joined in the expedition in which that Prince fell. On his

return to Corsica he was condemned for stealing a cow to ten years' imprisonment. In 1830 he succeeded, it is not known how, in getting himself inscribed on the list of those condemned under the Restoration for political offences. The Chamber had voted pensions for all these, and Fieschi received his until the end of 1834, when the falsification was discovered, the pension stopped, and he himself obliged to fly. Since 1830, he has been a domestic in the service of M. Caunes, inspector of the waters of Paris. He was recognised by M. Oliver Dufresne, inspector general of prisons; by M. Ladvocat, Colonel of the 12th Legion of the National Guard; and by many others. The discovery was made by M. Dufresne, who had just recovered from the effects of a fall, and made his first visit on Friday to the prison. Fieschi was somewhat annoyed at being recognised, but did not refuse to own that he knew these gentlemen."

We yesterday mentioned that there were doubts as to his identity, and those doubts are now removed in an extraordinary way. The discovery, however, supplies no clue of the motive for the attack. Some insinuations, we see, are thrown out against the Buonaparte family, because Fieschi is a Corsican; but they are probably as gratuitously and wantonly cruel as the immediate arrest, on the commission of the crime, of such respectable gentlemen as M. Armand Carrel and other editors of the liberal Paris papers. We would not indeed allude to the names of any persons in conjunction with that of the assassin had it not been done in other Journals, and had we not wished to express our utter disbelief that any member of the Buonaparte family can have so wickedly conspired to destroy Louis Philippe.

Paris, Aug. 2.—A Joiner, residing in the Rue de Montreuil, has been discovered to be the person who made the framework of the infernal machine, and taken into custody. It was ordered in April last, and executed at that period.

An address, signed by upwards of 900 of the British residents, has been presented to the King by Sir Sidney Smith, expressive of the feelings of his countrymen on the late atrocious attempt.

The autopsy of the Duke of Treviso was effected on the 29th ult., at the Hotel of the Legion of Honor, by Doctors Husson, Poisson, and Julia de Fontenelle. The ball which occasioned his death penetrated obliquely his left ear, and having fractured the mastoid apophysis, and that of the second cervical vertebra, traversed the muscles of the neck. A considerable sanguineous effusion was found in the brain and cerebellum, with clots of blood. A contusion was perceived on the upper part of the head, and on the fore finger of the right hand, which seems to indicate that the Marshal in falling struck those parts.

A subscription has been opened in the Department du Nord for the erection of a monument to the memory of Marshal Mortier, in the Place du Caetau, at Cambrai, and, if possible, opposite the house where he was born.

Of the fourteen victims of the fatal 28th July who have been deposited in the church of St. Paul four only were embalmed before they were laid in their coffins, but on Friday it became necessary for all the others, including the bodies of Colonel Raffé, and Colonel de Roussee, to be subjected to the same process. They were all enclosed in double coffins, one of lead and the other of oak, both sent to the families of the deceased from the King's household; but the fermentation from the decomposition became so powerful that the lead was cracked in several places. A dangerous mephitic gas filled the church, and to avoid the consequences to the visitors it was absolutely necessary to re-open ten coffins, and embalm their respective deposites. This operation, so dangerous from the heat of the weather and the miasma emitted from the putrifying corpses, was performed by several physicians, surgeons and apothecaries of the neighborhood, under the inspection of superior clerks, sent from the office of the minister of the interior, in obedience to a special command from the king, who also sent one of his own aids-de-camp, and in the presence of the director of funerals, the inspector-general of this department in the prefecture of the Seine, a commissary of police, and the mayor of the eighth arrondissement. Such relations of the deceased as were come to pray by the remains of their murdered relatives had the melancholy and painful satisfaction of once more seeing the features of those they mourned.



Our goodly city is obtaining no enviable character abroad. The Liverpool Chronicle, referring to late papers from New York, received by the Carroll of Carrollton, says:

"Beyond, however, the usual and expected quantum of fires and riots, which are far too Irish for us to extract, there is no news."

The House of Lords was occupied on the 7th, from 11 in the morning till 11 at night, in hearing evidence on the Municipal Corporations Bill. It was supposed the evidence would be closed the next day.

In the course of a conversation relative to the proceedings in reference to this measure, the Duke of Wellington said, "There was another consideration which it was important for their Lordships to bear in mind on the present occasion—he alluded to the advanced period of the session of Parliament. It being absolutely necessary that this bill should be taken into consideration, and decided on by their Lordships as speedily as possible, he entreated them not to spend more time in hearing further evidence than was requisite, when they might rather be applying themselves to the consideration of the bill itself."

In the House of Commons, after the presentation of petitions, it was agreed, on the motion of Lord J. Russell, that for the remainder of the session the orders of the day shall have precedence of notices of motions on Tuesdays and Thursdays.

Mr. Hume, addressing Lord J. Russell, said, "he should be glad to know what was the present prospect as to the termination of the session, supposing, as was alleged, that the Municipal Reform Bill should be rejected in another place. In that case, he (Mr. Hume) should feel it his business to submit the propriety of a call of this House to determine what measures should be taken."

Lord J. Russell observed, "that in the event of the bill being thrown out elsewhere, he agreed with the hon. member for Middlesex in thinking that an extraordinary course of proceeding would be required on the part of this House. With that course the motion which he had made could not interfere, as it could easily be set aside in case of urgency or necessity."

On the above the London Times remarks:

Mr. Hume and Lord J. Russell might have known, as well as the Lords themselves know, that there is not, nor ever has been, any intention on the part of their Lordships to reject the measure. We trust, however, that the House of Lords will not refrain from applying to the measure all the amendments that it needs, notwithstanding these very harmless little ebullitions in what Mr. Hume has found out to be the "Great Council of the Nation."

**BRITISH HOUSE OF COMMONS.—The Ladies.**—Mr. G. Berkeley considered his motion for the admittance of Ladies to hear the debates of that House as greatly too important to be deferred. (A laugh.) In former times and until the year 1762, ladies were allowed not only to sit in the gallery of the house, but to occupy seats usually appropriated to Members alone. In the Irish Parliament ladies were always allowed to be present during the debates. In our House of Peers they were also admitted. And why should not they be admitted to the debates of the House of Commons. (Hear.) He was quite aware that an erroneous opinion was prevalent among hon. members that the ladies already possessed too much power and influence in the political world. (A laugh.) But so long as a female could by law wear the crown of England, that was an opinion to the justice of which he would never assent. (Hear, hear.) No one could contradict that females shared as largely in the distribution of intellect as men. (Hear.) It was well known also that the exercise of that intellect had frequently decided elections both for counties and towns. (Hear, hear.) Possessing so much influence over the return of members to that House, it was merely but just that they should be admitted, in order to hear how the hon. members who had been returned by their influence acquitted themselves. (A laugh.) He had been informed by two or three hon. and right hon. gentlemen, that the only reason which made them doubt whether they could conscientiously support his motion, was the apprehension that if ladies were admitted into the House, a number of hon. members, instead of addressing the Speaker, would address

the ladies. (A loud laugh.) Really, he did not think that a sufficient reason for rejecting his motion. A stronger motive for adopting it might be found in the superior one of discussion, which the consciousness of the presence of ladies would necessarily induce. (Hear, hear.) Let the House recollect the violent language and gross personalities in which hon. members now occasionally indulged, and then say if they did not think that the tone of the debates would be much refined and elevated by the presence of the ladies. (Hear, hear.) No hon. member would make a speech of five hours and a half in length if he knew he was drawing so largely on the patience of his female auditors. (A laugh.) There would many other advantages accrue from the adoption of his proposition; and the more he considered the subject the more he became convinced that the admittance of ladies during the debates of that House would, in every respect, be highly advantageous. (Hear.) He would conclude, therefore, with moving, in the words of his notice:—

"That a Select Committee be appointed to consider the best means of setting apart and adapting a portion of the strangers' gallery for the admittance of ladies during the debates." To which he would add, "that admittance might be granted in such form and manner as the Speaker might appoint."—(A loud laugh)—and, "that provision be made in the new House of Commons for the accommodation of ladies."

A dozen hon. members started up to second the motion, but we believe Mr. French obtained the enviable distinction of doing so.

The question having been put from the chair, the sound of "Ayes" shook the walls of the House. Lord J. Russell said, that without entering at all into the merits of the question, he would merely observe that he could not acquiesce in the motion, because, in his opinion, if it were deemed advisable to adopt the proposition for the admittance of ladies during the debates, it would be much better that the House should do itself the honor of adopting it, instead of referring it to the consideration of a select committee. Moreover, a select committee appeared to be quite unnecessary, as the honorable member for Gloucestershire had moved that the Speaker should appoint the form and manner in which the ladies should be admitted.

The gallery was then cleared for a division—

For the motion	153
Against the motion	104

Majority for the ladies - 49

The announcement of the numbers was received with vociferous cheers.

On our return to the gallery, Mr. Berkeley was reading the names of the committee; but the confusion of entrance, and the noise occasioned by the shouts of laughter with which some of the names were received, prevented us from distinctly hearing them. The mirth of the House was loudly renewed, when, after the appointment of the committee, the hon. member made the proposition, which was instantly acceded to, that the names of Mr. Pryme and Mr. Pease should be added to the list.

**FROM FRANCE.**—The ship Lorena, Capt. Urquhart, arrived this morning from Havre, having sailed on Sunday the 9th August, bringing Paris dates to the evening of the 7th, being one day later than our previous advices.

The papers continue to give further particulars respecting Fieschi. The Messenger of the 1st, says, It is currently reported to-day, that Fieschi alone acted under the influence of the Duchess of Berri, who has been more desirous of avenging her injuries as a woman, than of re-establishing her rights as the mother of the pretender. We are assured that an agent of this Princess, named L —, remained five days in Paris, but that the police, always skilful, could not find him.

The Courrier Francais adds, it is currently reported that Fieschi was employed by the French police as a spy upon the movements of the Duchess de Berri, and was gained over by her or her confidants, and that the attempt of this man was made with the hope of getting a considerable sum of money. It is said that in the depositions of persons intimate with him, they have stated that he had boasted of soon being in possession of 80,000 francs.

[From late Foreign Journals.]  
**The Missionary Wolff.**

The annual meeting of the Society for Promoting Christianity among the Jews, was held on Monday evening last, in the Welsh School Room, in Russell street, which was crowded to excess. With regard to the parent society's proceedings, it was stated that the contributions during the past year have amounted to 12,328l. 11s. 1d. The sum of 540l. had been raised at the time of the London meeting, in behalf of the Hebrew church and mission at Jerusalem. A portion of the Church of England liturgy has been translated and published in Hebrew. The Society's school continues to prosper, and there are in them at present 31 boys and 32 girls. Between the London anniversaries in May, 1834, and 1835, 7 boys had been admitted, 3 apprenticed to very eligible situations, and one had died. Out of 72 boys who have left the school during the last 13 years, the committee are only acquainted with eight cases in which they are not conducting themselves in a creditable manner, and even of these none have relapsed into Judaism.

The great attraction of the evening, however, was the Rev. Joseph Wolff, (the Jewish missionary) who addressed the meeting at great length. The following is an outline of the principal facts detailed by him:—He said he set out on his mission with his beloved wife, who forsook the comforts of home, for the express purpose of rendering assistance to a poor Jew. They arrived at Malta immediately after the battle of Navarino (eight years ago) which was a discouragement to them to proceed. They then went to Cyprus and returned to Cairo. He and his lady travelled through the Deserts of Arabia, seated in baskets slung on each side of a camel, singing as they proceeded, "Guide us, O thou great Jehovah, pilgrims through this barren land," &c. They were surrounded by robbers, but they got safe to Jerusalem; and here they were destitute of a consul or ambassador, as they had both left the city; but they had a protector, even the Saviour. They passed their time in walking together on Mount Zion, and there beheld the fulfilment of the prophecy, "How does the city sit solitary that was full of people." They took up their abode in a Greek temple, and thither about forty Jews, when they heard of his arrival, came singing, "The Mighty One shall build the city of Zion and give her to thee; then shall he raise from the dust the needy, and from the dunghill the poor," &c. The Jews, thinking that he disbelieved in their future restoration and conversion, which he did not, read these passages to him, asking what he would make of them. "And many shall go and say come, and let us go up to the mountain of the Lord, to the house of the God of Jacob; and he will teach us of his ways and we will walk in his paths; for out of Zion shall go forth the law, and the word of the Lord from Jerusalem, and he shall judge among the nations, and rebuke many people; and they shall beat their swords into ploughshares, and their spears into pruning-hooks; nation shall not lift up sword against nation, neither shall they learn war any more." Such passages make a great impression in that literal Zion. "For Zion's sake I will not hold my peace, and for Jerusalem's sake I will not rest, until the righteousness thereof go forth as brightness, and the salvation thereof as a lamp that burneth." Mr. Wolff observed, that the Jews said to him, "Look here, this is Jerusalem, say ye, to the daughters of Zion, behold thy salvation cometh." He would tell them the answer he gave the benighted children of the promise, "Cast ye up, cast ye up, prepare the way: take up the stumbling block out of the way of my people," a passage which is particularly forcible there, for in going towards Jerusalem the way is exceedingly stony; and when the Pasha travels towards the city, the Arabs, while they gather up the stones, cry out, "Cast ye up, cast ye up, prepare the way, gather up the stones out of the way." He agreed with them in the truth of all these passages but treated them to reflect upon others which especially concerned their salvation—such as "He was despised and rejected of men; a man of sorrow and acquainted with grief." "They shall look upon him whom they have pierced, and mourn." Having travelled upwards of twenty thousand miles, he found it difficult to be brief, but he must pass on to Cairo, and thence to Alexandria, where he left his wife. From this place he set out for Tenedos, where he distributed the scriptures to the Greeks: for though he was a Jew, he loved, like his Saviour, the be-



nighted Gentiles, believing with the Apostle, that "there is neither Jew nor Greek; there is neither bond nor free; there is neither male nor female—for we are all one in Jesus Christ." From Tenedos he went to Lemnos, and then to Mount Athens, where he distributed the scriptures; from thence to Salonica, where he was recompensed for his sufferings by having the pleasure of preaching to upwards of one hundred Jews, and distributing the New Testament among them. He said travellers had often told him that they had seen the books which he circulated torn in pieces. This might be the case in reference to some of them; but he had no doubt that the contents of the Bibles and Testaments he circulated found their way both to the heads and hearts of numbers. Mr. Wolff said he determined to go from Salonica to Bokhara, Oesakoro, Ancient Phrygia, &c., to carry the gospel where it never shone. In his journey, he observed the Apostles' plan, preaching Christ even in the synagogues, and in proceeding to Meschid, Balk, and other places, he was told he should certainly be put to death. He thought he would use great prudence at Chorazan, but human prudence often fails, and therefore he went to the nearest governor to request him to protect him (Mr. Wolff) on his journey to Bokhara, there being continued wars with the Turcomans, a savage race of people, who, he heard, always sold their prisoners for slaves.—He told him he was always ready to serve an Englishman; but when he knew what the speaker wanted, he desired him to write an order upon the king of England to grant him a pension of 10,000*l.* per annum. Mr. Wolff told the chief he could write the order and put his seal to it, but he greatly feared that his order would not be honored. Then, said the chief, you may go where you please. Mr. Wolff said he then set off for Herat, and had travelled about thirty miles, when two horsemen came after him, and brought him back, declaring that he had stolen ten thousand pieces of money; and it was in vain that he told them that he had not a hundred pieces. On arriving before the chief again, his Bible attracted the attention of the people, and he read some passages to them, translating them as he proceeded, and distributed twenty copies in the Persian language, which he afterwards saw this barbarous people reading in the streets. He was from this place escorted to Terschiz, where he saw the streets filled with the dead bodies of men, killed by the Turcomans, who had been there and taken away 1500 prisoners, burning the villages as they proceeded along. At this time, said Mr. Wolff, I understood better than I had ever done before an expression in the Psalms. The Arabs were mourning and exclaiming, "Our bones are broken! our bones are broken!" signifying that they were greatly afflicted. Then came forcibly to my mind the passage of Scripture, "Make me to hear joy and gladness, that the bones which thou hast broken may rejoice." He afterwards proceeded to say that the Khan of Terschiz refused to furnish him an escort, and he went on with his servant being joined by seven muleteers. On the road they heard firing, and shortly afterwards twenty-four horsemen came up and surrounded the muleteers—they did not see him (Mr. Wolff) for half an hour afterwards; however, at last, one of the party came up to him, and demanded some money: he gave the man some, and told him he had more. He requested him not to tell his comrades that he had got any from him; he had scarcely spoken, when the remainder of these ruffians came up and took all the money Mr. Wolff had from him; and on discovering that their comrade had concealed what he had got from him, they gave him a good flogging. The party then tied him, (Mr. Wolff,) after stripping him, to the tail of a horse, and as they went along kept flogging him continually. It is in such an hour as this, said the reverend gentleman, that we learn to pray in sincerity; I prayed to my Saviour to help me, and he heard my supplication and delivered me—for those who were ill-treating me, after listening to my prayers for some time, unbound me, and put me upon the horse. When they halted, they valued all the captives they had taken: Mr. Wolff's servant, they said, was worth 10*l.*; but when they came to the individual who was now addressing the meeting, they desired him to open his mouth; one of them looked into it, and exclaimed, "O, he is not worth much, he has lost three teeth already." They said he was good for nothing, but might fetch three pounds. On searching my papers, my captors found the firman I had got from Abbas Mirza, Prince of Persia, and they were

afraid, and said one to another; "This is no common man; let us kill him, or we shall lose all the rest." I entreated them not to kill me, and I would put them in a way to get their price for me. I then wrote in some of the New Testaments, "To the Jews at Terbad Hydarea, in Khorassan; I, Joseph Wolff, of the Jewish nation, who goeth about to proclaim Jesus Christ, have been made a slave, purchase me and I will give you the money back." These books were immediately sent off, but they still consulted about killing me. I said to the chief, Abel Hassan, "I see what you are about—I am sure you will all be killed if you kill me." Mr. Wolff said, he believed that the remark he made to the chief kept these lawless brigands from murdering him; yet, though they did not do this, the day before they arrived at Terbad Hydarea, seeing he was not a good horseman, they put him upon a wild horse, whipped the animal behind, drove him up the mountains, hoping that he would tumble off his back and thus be destroyed; but, said Mr. Wolff, in this expectation they were disappointed, for I sat as fast and as steady on my steed as a colonel of cavalry. At last they got to the city, a most awful place; on their entering it, the Moguls and Turcomans came out and offered praise to God that they had made so many slaves. He (Mr. W.) saw some Jews coming out to look at the captives, and he exclaimed, "Hear, O Israel, the Lord our God is one Lord." A Jew immediately came up to him, and taking his bible and journal, he hid them under his clothes, at the same time telling the barbarians he would settle every thing about me. Soon afterwards, the same Jew took him to his house; and as he was naked, and almost frozen, he gave him some brandy; and he (Mr. Wolff) was certain, that in the circumstances in which he then was, the most zealous members of the Temperance Society would not have refused to drink it. The Jews questioned him about the books he had got; and all night he was engaged in reading and explaining the New Testament to them. The Jews there were not so hardened against the Saviour; for they say, that as their fathers left Jerusalem, after the Babylonish captivity, and they never returned, they had no share in the crucifixion of Christ. In the morning they invited him to accompany them to their Synagogue, where he again read and explained the New Testament; and though so greatly fatigued yet his heart rejoiced with unspeakable joy, that he was again permitted to speak to his own nation about Jesus Christ and him crucified. The next day (said Mr. Wolff) I was brought back and put in chains with the other prisoners, Mahomedans, who cursed me, and continually cried out, "this infidel makes me unclean." In about half an hour after I had been locked up in an awful dungeon, the door was opened, and some one asked, if any English were there. I instantly answered the call, and was taken out of the dungeon. Here was an answer to prayer; Abbas Mirza had heard of my being captured, and had sent horsemen to demand my release; an English officer in his army lent me money and clothes; and he afterwards ordered them to escort me to Bokhara; from thence I proceeded to Calcutta under the protection of the Persians. On my arrival there, I was hospitably treated by Lord William Bentinck, Dr. Morrison, and other Christian friends; and here I am among you, willing to go wherever the Lord directs me, to preach salvation to the House of Israel. Though I may be called an enthusiast, a hypocrite, or an impostor, or any thing else, I am resolved to live and die in the cause of Christ. (The Rev. gentleman sat down amidst the most deafening applause.)

**AN HONORABLE PLEDGE.**—During the consular sway of Napoleon in France, and when the conscriptions were in full force, there lived in one of the provinces of the south a very aged man, who exercised the profession of a tailor, and had twelve sons, all of whom served in the armies of Napoleon. They having one day obtained leave of absence from their regiments, made use of the opportunity to go and visit their aged parent, but on their arrival were shocked to find that he was so reduced in circumstances as to be in want of bread. "No bread!" cried one of them—"the man who has given twelve conscripts to his country! We must procure him sustenance—yet how? We are ourselves destitute."—"Is there no pawnbroker in the neighborhood?" exclaimed the youngest, who placed great confidence in the compassion of human beings, as well as reliance on his Creator. "A pawnbroker! What good would that do? we

have indeed nothing to pledge!" "You shall see brother. Our father is known to be an honest citizen, who has exercised his trade long enough, and being destitute of bread, that is a sufficient proof of his integrity. We also have all served during several years, and no one can cast the slightest imputation on our honor. Let us pawn this 'honor'—certainly there will be some who will willingly lend us fifty louis on such a pledge!" This idea was immediately approved of, and the twelve brothers wrote out and signed on the spot the following billet: "Twelve Frenchmen (sons of a tailor, who at the age of near 90 years, is fallen into the deepest poverty,) all zealous in the service of their country, request from the directors of the pawnbroking establishment the loan of fifty louis-d'ors, to assist an unfortunate father. As a security for the payment we pledge our 'honor,' and promise to repay the said sum within the space of one year." The billet was brought to the money office, where the benevolent directors immediately counted out the fifty louis asked for, and tore the obligation in pieces, pledging themselves, at the same time, to provide for the old man as long as he lived.

**THE AMUSING SCENE IN A BARBER'S SHOP,** which we copy to-day from *Mephistophiles in England*, is, as our readers will readily recognize, a burlesque upon *Cobbett*, under the name of *Billy Gridiron*. The keeping of the whole scene is so admirable, that it might readily pass for an actual occurrence.

[From *Mephistophiles in England*.]

#### Scene in a Barber's Shop.

In the centre of the apartment a tall and cadaverous looking individual, with high cheek bones, red whiskers, and crop to match, most luxuriantly curled, wearing an apron which was once white (bearing in his huge pockets his professional apparatus,) and with sleeves of a similar fabric, was operating upon the chin of a customer, an apoplectic looking man, with a red nose and a capacious corporation, landlord of the neighboring public-house, whose beard he had nearly succeeded in removing. Shortly after I had entered, a person made his appearance, dressed like a respectable farmer, his face of a florid complexion, with features expressive of health and good humor, and his hair of a pure silvery whiteness. He was strongly built, evidently in the possession of all his faculties, and he might be about sixty years of age. He strode into the room, seemingly taking no notice of any person present; sat himself down in an empty chair, and took up the preceding day's edition of the Times. Glancing his eye hurriedly over the leading articles he every now and then exclaimed,—"Pooh!" "Fudge!" "Twaddle!" "Can't!" "Lies!" Then observing the barber at leisure, he flung down the newspaper in disdain, and placed himself in the vacant seat.

"Mister Kennedy received his customer with a bend which was meant to be graceful; and, after having fixed a cloth under his chin, proceeded to make the lather of the proper consistence.

"A braw day this, sir!" blandly insinuated the man of shaving.

"Yes," briefly replied the unknown.

"The operator then commenced sharpening his razor on a leather strap, nailed to the table; but during the process his tongue was not allowed to remain in idleness. By a wise dispensation of Providence, barbers have been gifted with extraordinary conversational activity. The great ant-eater inserts his long tongue into the ant's nest, and the poor insects, attracted by its smoothness and oiliness, throng round it, and are devoured. The barber catches his prey by the same means.

"Sure, sir, ye've been reading the noos?" inquired the barber, as he stropped the razor; "tho' I'm anything but indifferent to the public weal, I canna first time to mak' myself acquainted with a' the transactions o' state. These polectical changes in my hoomble opinion, are of mickle importance. Dinna ye think so, sir?"

"I don't know!" gruffly replied the interrogated individual.

"You see, sir," continued the talker, nothing daunted, "the present parliament have labored weel, for the public gude. It canna be denied, they might have conferred upon the kintra many substantial benefits which they have neglected doing. But Rome was na built in a day, was it, sir?"

"I didn't build it," answered his victim, more gruffly than before.



"For my part," continued the barber, laying the lather rapidly over the beard of the person he was speaking to, "I am quite dissatisfied with that Reform Bill they made sic a fuss about. What has it done? nothing. Where are a' the advantages the minsters promised it should confer upon the people? I have not met with a single individueal who has gained the smallest profit by the passing o' that measure. But you see the hale kintra was mad about it, sir. Folks ran gabbling from house to house, as if they were demented; and if you listened to the puir daft creturs, you would have imagined that, when the Reform Bill became the law o' the land, legs o' mutton and quartern loaves would go flying in at every poor man's windy. It was morally impossible, in the nature of any legeeslative measure, to come to sic a catastrophe: and so I told 'em. I reasoned wif'em logically and pheelosophically on the subject. But they would na' listen to reason; and they ha' now the pleasure of reaping the fruits o' their disappointment." After a pause of a few seconds' duration, in which the operator got his razor in readiness, he continued. "Did you see any thing interesting in the Times, sir?"

"I never see any thing but lies in that beastly paper," observed the stranger, with some asperity. "Hoot awa, mon!" exclaimed Mr. Kennedy, with considerable surprise; "sure an it's the leading journal; a maist respectable periodical! professing leebelal opinions; always publishing the earjest intelligence; and then its leading articles are so pointed and clever! The lads must ha' sharp wits that write 'em." He commenced his attack upon the bristles, yet continued his conversation; with the nose of his victim between his finger and thumb, while the edge of the razor was gliding over the chin.

"There's an uncommon clever article in yesterday's paper, which deserves your attention. It's an attack—sic a smart attack isn't written every day in the year—on that arch impostor, Billy Gridiron. Sit still, Sir, or maybe ye'll get a cut wi' the razor!—Ye see, the old bone-grubber, in a number o' his Poletical Register, a blackguard pooblication, which no respectable mon will alloo in his hoose.—I beg, Sir, ye'll sit still! It's unco dangerous to wriggle ye're chops aboot in sic a fantastical manner! The old atheistical repoblican attacked the Times! only think o' the fellow's assurance, to go to abuse the leading journal! And he called it the bloody old Times, and mony sic sanguinary epithets. But he's a shocking low fellow, sir; and like his old crony, Tom Paine, whose bones he brought over fra' America, doesn't care a fig for morality or religion. Well, I never met with any person so feedjitty as you are: sure ye must be uncommon nervous!—Well, sir, the editor of the Times gangs at him, and in the twinkling of a bed post, smashes him to a mummy. Oh, the puir devil has had sic a handling, that I doot vary much if he ever recovers it. But I'm glad on't. It serves him quite right. The vagabond ought to have been hanged long ago; don't ye think so sir?"

"The only reply the barber got to his question was a rude shove, given with all the stranger's strength, that sent the former and his razor spinning in different directions. At the same moment up jumped the stranger, with the lather remaining on one side of his face, the cloth about his shoulders, his eyes flashing fury, and his appearance bearing that of a man who had vainly endeavored to suppress his passions, but had now determined to allow them their full indulgence. As the barber fell to the ground, the black cat awoke from her sleep, and raised her back in alarm; and the parish apprentice dropped the curling irons from his trembling grasp, and opened his mouth with amazement.

"You nasty, lousy, stinking Scotchman!" exclaimed the stranger to the prostrate shaver.

"It's false, sir, I'm nothing o' the kind!" replied the other, rubbing that muscle known to the anatomist as the *gluteus maximus*; "and if there's sic a thing as law to be had, I'll have it. A pretty thing, indeed, if industrious tradesmen are to be assaulted and abused in this shameful fashion. Sir, ye've insulted me! Ye've cast reflections on my country!"

"Your country!" said the stranger, contemptuously; "why, you don't mean to style that miserable, dirty, beggarly province, called Scotland, a country? the home of rags and filth, of disease and vermin; a wilderness of barren rocks and fetid lakes; where nothing grows but the heather

and the thistle, a few stunted fir-trees, and some half-withered pines. A wretched place, inhabited by a few beggarly, thievish, cowardly miscreants—"

"Cowardly!" exclaimed the indignant Scotchman, as soon as he could find courage to interrupt the torrent of abuse directed towards his beloved birth-place: "do ye call the people of Scotland cowardly? Were Wallace, were Robert Bruce, were the victors o' Bannockburn cowards, ye false loon?"

"Yes, you poor, pitiful sneaking knave, they were all contemptible cowards, or they would have stood up and fought the Englishmen, instead of stealing about like thieves in the dark, and surprising their enemies when off their guard. The battle of Bannockburn is their grand boast; and how did they gain that? By digging pits, into which a tired army and imbecile king were entrapped; a stratagem worthy of their Tom Thumb—the great heroes! Did they ever gain a fair stand-up fight? Halidan Hill, Falkirk, Cutton Moor, Flooden Field, and Neville Cross, reply in the negative. A treacherous, malignant, vindictive race. Who betrayed Charles the First?—the beggarly Scotchmen; and they would have betrayed their fathers for the same sum. Who destroyed poor Mary Stuart?—the beggarly Scotchmen; and they would murder their mothers if they thought they could gain anything by it. And yet the despised, ble scoundrels mention England as owing all her glory to them! When did they ever produce a Nelson, a Marlborough, or a Wellington? They boast, too, of monopolizing all the wisdom and genius of the kingdom. Where are their Shakspeares, their Miltons, their Newtons, their Bacons? The only poet they ever had, was Burns, and him they starved to death; the seabby, shabby, stingy vermin. And what sort of literawtee do they now possess? A parcel of ignorant, impudent, unprincipled fellows; who pretend to write about feelosophy, and poetry, and the Lord knows what, without being able to compose a sentence of decent grammar; and inundate this country with their trash. The boastly Scotchmen; they have the impudence of the devil? Why, it was but the other day that a vulgar wretch of a journeyman stonemason took it into his head to scribble what he called the Literary History of the last Fifty Years! It would have made a horse laugh to read the superficial twaddling rubbish the poor wretch published. England owes Scotland, for a race of kings the most tyrannical, profligate, and mean that ever disgraced the English throne. She is also indebted to that humane people for the invention of a new species of murder, for the sale of the dead body, called Burking. A set of crouching, canting, unprincipled hypocrites, who come over to this country like a swarm of locusts, devouring the very substance of the land, and go spreading their pestilential persons over the whole world; cringing, fawning, flitting, lying their way into wealth and power. Hear a Scotchman speak of his country, you would think he could not exist out of it; and yet, of the thousands who leave it for the more fertile shores of England, scarcely one ever thinks of returning. A swaggering, bragging, drunken crew, who talk of their morality, forsooth! Why, 'tis enough to make an honest stomach heave to hear the liest they tell in their own praise. They boast of their temperate habits, and are known as inveterate dram-drinkers, swilling their filthy throats with their smokey whiskey; and will pig on any sort of filth set before them; their haggis and brose would sicken an Englishman. They boast, too, of their feelosophy, and have invented a science called Political Economy—a set of miserable twaddlers, who publish the most mischievous, wicked, and nonsensical opinions on a subject of which they know nothing.

"I said long ago that political economy was a parcel of rubbish, collected by a few revolutionary adventurers for their own profit. I said so, and, like all I say, the truth of my opinion has since been proved. Parson Malthus has ceased to gain as many fools as he used to do. I said the humbug would be found out; and I predicted what would be the consequence if Peel's bill became the law of the land. I predicted that the Catholic Emancipation Bill, when passed, would only add to the disturbances and wretchedness of that devoted country, Ireland. I predicted that bank notes would soon be considered old rags, and that every one would strive to possess gold. I predicted a hundred other things of equal importance, and all my predictions were fulfilled to the letter. Have I not

saved the country over and over again, when it was on the brink of perdition? and had the government taken my advice, England would now be a fine, flourishing, powerful kingdom, instead of being devoured by its huge debt, its greedy placemen, and horrible taxation. But the people know what I have done for them; they see that I am the only man capable of setting things to rights; and the king, and all his ministers, will be obliged at last to come cap in hand to me, to pray that I would help them out of the cursed hobble into which their own misgovernment has placed themselves and the nation!"

"Then, in the name o' the deil, who are ye?" asked the affrighted barber, gasping for breath; while the parish apprentice stood with his mouth open, endangering every fly in its immediate neighborhood; and the black cat raised her back higher than ever, and stared her yellow eyes out of her head.

"Who am I? you snivelling, snarling, sneaking Scotchman," repeated the stranger, as with the napkin fixed round his neck he wiped the soap from his chin, "I'm BILLY GRIDIRON!" Then throwing the cloth at the terrified barber, who, at the mention of his name, had again sunk on the floor, he darted out of the shop."

#### SUMMARY.

NAVAL.—An order for building a new steam Frigate, was, we understand, received at the Navy Yard on Saturday last. The model was received, and the timber got out, yesterday. Her force, it is said, will be twelve guns.

The President of the United States has officially recognized F. L. Brauns, Esq. as Consul of Saxony for the port of Baltimore.

The Dutch frigate De Mars, Capt. Arriem, and the brig-of-war Sneeneid, Capt. Ferguson, which arrived here from Curaco on the 24th ult., sailed early yesterday morning for Flushing. Soon after getting under way, they complimented the city with the usual salute. On Tuesday his Honor the Mayor gave a splendid dinner to the young Prince and the officers of both vessels. In the evening they attended the Park Theatre, accompanied by Major General Morton.—[Gazette.]

A dinner was given at the Mansion House, on Thursday, by the St. Nicholas Society, to Prince Hendrik, of the Netherlands, who recently arrived in this country in a Dutch National vessel, Chevalier Martini, Chargé of the Netherlands to the United States, and Col. Arriens, of the Dutch frigate De Maas, now lying in the harbor of New York. Several other officers and gentlemen connected with the two vessels of war were expected to have been present, but owing to the necessity of sailing in a few days, some of them were obliged to leave the city on Wednesday.

Among the guests present, were the governor, and the Mayor and Recorder. The venerable President of the Society, Abm. Van Vechten, presided, assisted by Harmanus Bleecker, Esq. and Gen. Solomon Van Rensselaer. The proceedings were characterized by the warmth and feeling that might have been expected on such an occasion; and we doubt not that this expression of regard from residents of our ancient city, the descendants of "Vader Landt," was reciprocated by the Prince and his companions.—[Alb. Argus.]

#### Extract of a letter from Buffalo.

The U. States Bank has sold out its debt here of \$650,000. Judge Rochester, D. E. Evans, Day & Burt, S. Thompson and Charles Townsend, are the purchasers. They get one, two, three and four years to pay in, at 5 1-2 per cent. interest, and charge 7. It is done ostensibly to relieve the debtors of the Bank, and probably will, many of them.—[Jour. of Com.]

GALENA, 29th August.—The Land Office at this place was opened on the 8th of June last, and from that period to the present time, there has been received for lands sold, Two Hundred and fifty thousand dollars. The district of country, where purchases have been made is below this, bordering upon, or in the vicinity of Illinois River, lying mostly, within the counties of La Salle and Putnam; a body of land, generally speaking, equal to any in the State; and that is as much as to say, inferior to none in the Union.

We are happy to learn that five thousand two hundred dollars have been collected in this city, for the relief of the aged officers and soldiers of the revolutionary war.—[Gazette.]



**LUCIFER MATCHES.**—A friend of ours who was bound up the North River a few days ago, happened to be early on board the Ohio, and so sat himself down on the back side of the boat to read a book. As the bustle increased, and just as the boat was starting, a porter threw down a trunk at his feet, took two shillings of a countryman for his trouble, and hurried off. Directly our friend discovered an impression of fire on his olfactory nerve, and looking about, beheld the countryman's trunk smoking like a coal-pit. On being opened, it exhibited a doleful mass. In addition to a quantity of Lucifer matches, the countryman had furnished himself with a quantity of small torpedoes which had also exploded, so that the silks and calicoes for the ladies, and the sugar plums for the children, were all in ruins. The affair was hardly over, when our friend walked to another part of the boat, where several gentlemen of his acquaintance were regaling themselves with segars, and beheld the pocket of one of them was smoking almost as much as the countryman's trunk! "Mr. —," said he, "your pocket is on fire,"—and the gentleman pulled out his linen cambric handkerchief, which on coming to the air, blazed up beautifully. The friction of throwing a bunch of matches back into his pocket after taking one to light a segar, had been sufficient to produce an explosion. The countryman's matches were exploded by the concussion of throwing down the trunk. In Germany severe laws have been passed against the having, making, or using Lucifer matches.—[Jour. of Com.]

The following tributary lines are ascribed to the Rev. Andrew Reed, of England, who was recently in the United States and visited the tomb at Mount Vernon:

Washington,  
The brave, the wise, the good:  
Washington,  
Supreme in war, in council and in peace:  
Washington,  
Valiant without ambition, discreet without fear;  
And confident without presumption:  
Washington,  
In disaster calm; in success moderate; in all himself;  
Washington,  
The hero, the patriot, the christian;  
The father of nations, the friend of mankind;  
Who,  
When he had won all, renounced all,  
And sought,  
In the bosom of his family and of nature,  
Retirement;  
And in the hope of religion,  
Immortality.

[From the National Intelligencer.]

#### The American Sword.

FORGED from Oppression's chain;  
Valiantly used,  
Wielded when prayers were vain;  
Never abused:  
Sword, that our fathers drew!  
We, by their dust,  
Swear to prove good and true  
Heirs of the Trust.  
Should e'er domestic strife  
Call for thy steel,  
Be thou the pruning knife,  
Wounding to heal!  
Should Freedom's foes accurse  
E'er seek our shore,  
Forth like God's lightning burst  
E'en as of yore!  
Blood rusts thy blade upon:  
Why was it shed?  
Answer from Lexington,  
Glorious Dead!  
Cry, from your lowly rest  
'Neath the green sod,  
"Sons! for our rights, the blest  
Charter of God!"  
From our Sires' hallowed earth  
Breathes a deep tone:  
"Not for the South or North  
Fought we alone:  
All in one holy band  
Sought we to bind—  
Oh! let not factious hand  
Loose what we have joined!"

#### STEPHENSON,

Builder of a superior style of Passenger Cars for Railroad.

No. 264 Elizabeth street, near Bloecker street,  
New-York.

RAILROAD COMPANIES would do well to examine these Cars; a specimen of which may be seen on that part of the New-York and Harlem Railroad now in operation.

#### AUBURN AND SYRACUSE RAILROAD. NOTICE TO CONTRACTORS.

Sealed Proposals will be received until the 15th day of October next, at noon, by the undersigned, Chief Engineer and Agent of the Auburn and Syracuse Railroad Company, for the Grading, Masonry, and Bridges on said Road. Individuals disposed to contract for the execution of the whole or any part of the work, will be furnished on application at the Office of the Company in Auburn, with blank forms of proposals, and printed specifications.

The contracts will be formed in the usual manner—a specific price being stated for each item of work, which price is to include the cost of material and labor required in rendering the work complete.

The proposals to be accompanied with the names of sureties, and where the parties are unknown to the undersigned or resident Engineers, the usual certificates of character and solvency will be required.

Individuals who have been employed on other works, must furnish satisfactory recommendations from the Engineer or Superintendents of the same. A rigid adherence to the conditions of each contract will in all cases be required.

It is desired that all the work in each section, including Grading, Culverts, and Bridges, should be embraced in the same contract, and it is requested that the proposals be made accordingly.

The plans of the different structures will be ready for examination at the Office aforesaid, by the 1st day of October next.

EDWIN F. JOHNSON,  
Chief Engineer & Agent A. & S. R. R. Company.  
Auburn, Aug. 22, 1835. 37—1150

#### NEW-ORLEANS AND NASHVILLE RAILROAD.

##### NOTICE TO CONTRACTORS.

The New-Orleans and Nashville Railroad Company having decided to place under contract the first fifty miles of the Road, on the 15th day of December next, Proposals will be received at their Office, in the City of New-Orleans, from the 15th of November to the 15th day of December next, for the Grading and Bridging of the same.

The Superintendent Engineer, R. S. Smith, will be upon the ground to give every explanation relative to the manner of making Proposals, and such other information as may be required.

Of persons not personally known to the Engineer, there will be required certificates of character and qualifications.

This part of the road, extending along the shore of Lake Pontchartrain, is perfectly healthy throughout, and being the commencement of the most extensive work in the world, it cannot fail to be of great importance to Contractors to identify themselves with the work at its commencement, as those who are known to the Company as responsible and efficient will certainly be preferred to strangers during the future progress of the road.

The country through which the line passes is generally high pine ridge, and perfectly healthy.

H. J. RANNEY,  
Chief Engineer N. O. & N. Railroad.  
Engineer Office, N. O. & N. Railroad,  
Aug. 25, 1835. 37

#### TO CONTRACTORS FOR EXCAVATION AND MASONRY.

PROPOSALS will be received at the Office of the Philadelphia and Reading Railroad Company, in Philadelphia, on the 19th and 20th days of October next, for the Grading and Masonry, of about sixteen miles of the Railroad between Pottsgrove and Norristown.

In this distance, a large amount of heavy work, deserving the attention of skillful and competent Contractors, is to let. The Jobs of most magnitude, are a Tunnel 600 yards long, and a Bridge across the Schuylkill, near Phoenixville.

Plans and profiles of the line, and drawings of the different constructions on it will be exhibited, and all other information in relation to it will be afforded, on application at the Engineer's Office, at Pottsgrove, for ten days previous to the letting.  
MONCURE ROBINSON, C. E.  
Philadelphia, Sept. 2, 1835. s2 StawtO19

#### AMES' CELEBRATED SHOVELS, SPADES, &c.

500 dozens Ames' back-strap and plain Shovels,  
75 do do round-pointed do  
150 do do cast steel Shovels and Spades,  
100 do do Socket Shovels and Spades,  
150 do do steel plated Spades,  
Together with Pick Axes, Churn Drills, and Crow Bars, steel pointed, made from Salisbury refined iron. For sale by his Agents,

WITHERELL, AMES & CO.  
2 Liberty street, New-York.  
BACKUS, AMES & CO.  
8 State street, Albany.

#### RAILROAD IRON WORK,

Of all kinds, made to order by GODWIN, CLARK & CO., Paterson, New-Jersey.

CAR WHEELS, BOXES, AXLES, and CAR SPRINGS, made and fitted complete, at short notice, and fair prices.

Orders addressed to them at Paterson, N. J., or 24 Broad street, N. Y., will meet with immediate attention.  
Paterson, Aug. 19, 1835. 34—ly

#### RAILROAD CASTINGS.

MANY & WARD, Proprietors of the Albany Eagle Air Furnace and Machine Shop, will make to order car wheels, chairs and knees, and every other description of castings required for railroads.  
R-ly feb14

#### RAILROAD CAR WHEELS AND BOXES AND OTHER RAILROAD CASTINGS.

Also, AXLES furnished and fitted to wheels complete at the Jefferson Cotton and Wool Machine Factory and Foundry, Paterson, N. J. All orders addressed to the subscribers at Paterson, or 60 Wall street, New-York, will be promptly attended to.  
Also, CAR SPRINGS.

Also, Flange Tires turned complete.  
J. S. ROGERS, KETCHUM & GROSVENOR.

#### TO TUNNEL MINERS, DRILLERS, &c.

Wanted, immediately, 40 Tunnel Miners, (Cornish Miners will be preferred,) 80 Drillers, 50 Laborers, and two experienced Mine Blacksmiths, on the New-York and Harlem Railroad, about five miles from the City. Liberal wages will be given, and cash payments made every fortnight. Apply at Mr. FOWLER'S, St. John's Hall, Frankfort street, New-York.

JOHN RUTTER, Contractor.

The Albany Argus, Philadelphia U. S. Gazette and Pennsylvanian, will please copy this, and send their bills to the Railroad Company, 14 Wall street, New-York. 23—1f

#### PATENT HAMMERED SHIP, BOAT, AND RAILROAD SPIKES.

Railroad Spikes of every description required, made at the Albany Spike Factory.

Spikes made at the above Factory are recommended to the public as superior to any thing of the kind now in use. Ship and Boat Spikes made full size under the head, so as not to admit water.

Orders may be addressed to Messrs. ERASTUS CORNING & CO., Albany, or to THOMAS TURNER, at the Factory, Troy, N. Y. sep.13-1y

#### RAILWAY IRON.

295 tons of 1 inch by 1/2 inch, Flat Bars in lengths of 200 do. 1 1/2 do. do. 14 to 15 feet, counter sunk 40 do. 1 1/2 do. do. holes, end cut at an angle 800 do. 2 do. do. of 45 degrees, with splicing plates and nails to soon expected. 250 do. of Edge Rail of 36 lbs. per yard, with the requisite chairs, keys and pins.

Wrought Iron Rims of 30, 33, and 36 inches diameter for Wheels of Railway Cars, and of 60 inches diameter for Locomotive wheels.

Axles of 24, 28, 32, 34, 36, and 38 inches diameter for Railway Cars and Locomotives of patent iron.

The above will be sold free of duty, to State Governments and Incorporated Governments, and the Drawback taken in part payment. A. & G. RALSTON.

9 South Front street, Philadelphia. Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use both in this country and Great Britain, will be exhibited to those disposed to examine them. d71mewr

#### SURVEYORS' INSTRUMENTS.

Compasses of various sizes and of superior quality warranted.

Leveling Instruments, large and small sizes, with high magnifying powers with glasses made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by

E. & G. W. BLUNT, 154 Water street, corner of Maiden lane. J31 6t

#### SURVEYING AND ENGINEERING INSTRUMENTS.

The subscriber manufactures all kinds of Instruments in his profession, warranted equal, if not superior, in principles of construction and workmanship to any imported or manufactured in the United States; several of which are entirely new, among which are an Improved Compass, with a Telescope attached, by which angles can be taken with or without the use of the needle, with perfect accuracy—also a Railroad Goniometer, with two Telescopes—and a Leveling Instrument, with a Goniometer attached, particularly adapted to Railroad purposes.

WM. J. YOUNG,

Mathematical Instrument Maker,

No. 9 Dock st., Philadelphia.

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested. Baltimore, 1832.

In reply to thy inquiries respecting the instruments manufactured by thee, now in use on the Baltimore and Ohio Railroad, I cheerfully furnish thee the following information. The whole number of Levels now in possession of the department of construction of thy make is seven. The whole number of the "Improved Compass" is eight. These are all exclusive of the number in the service of the Engineer and Graduation Department.

Both Levels and Compasses are in good repair. They have in fact needed but little repairs, except from accidents to which all instruments of the kind are liable.

I have found that thy patterns for the levels and compasses have been preferred by my assistants generally, to any others in use, and the Improved Compass is superior to any other description of Goniometer that we have yet tried in laying the rails on this Road.

This instrument, more recently improved with a revolving telescope, in place of the vane sights, leaves the engineer scarcely anything to desire in the formation or convenience of the Compass. It is indeed the most completely adapted to lateral angles of any simple and cheap instrument that I have yet seen, and I cannot but believe it will be preferred to all others now in use for laying of rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully thy friend,

JAMES P. STABLER, Sup't of Construction

of Baltimore and Ohio Railroad.

Philadelphia, February, 1833.

Having for the last two years made constant use of Mr. Young's "Patent Improved Compass," I can safely say I believe it to be much superior to any other instrument of the kind, now in use, and as such most cheerfully recommend it to Engineers and Surveyors.

E. H. GILL, Civil Engineer.

German town, February, 1833.

For a year past I have used Instruments made by Mr. W. J. Young, of Philadelphia, in which he has combined the properties of a Theodolite with the common Level.

I consider these Instruments admirably calculated for laying out Railroads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY B. CAMPBELL, Eng. Philad.

German, and Norrist. Railroad